

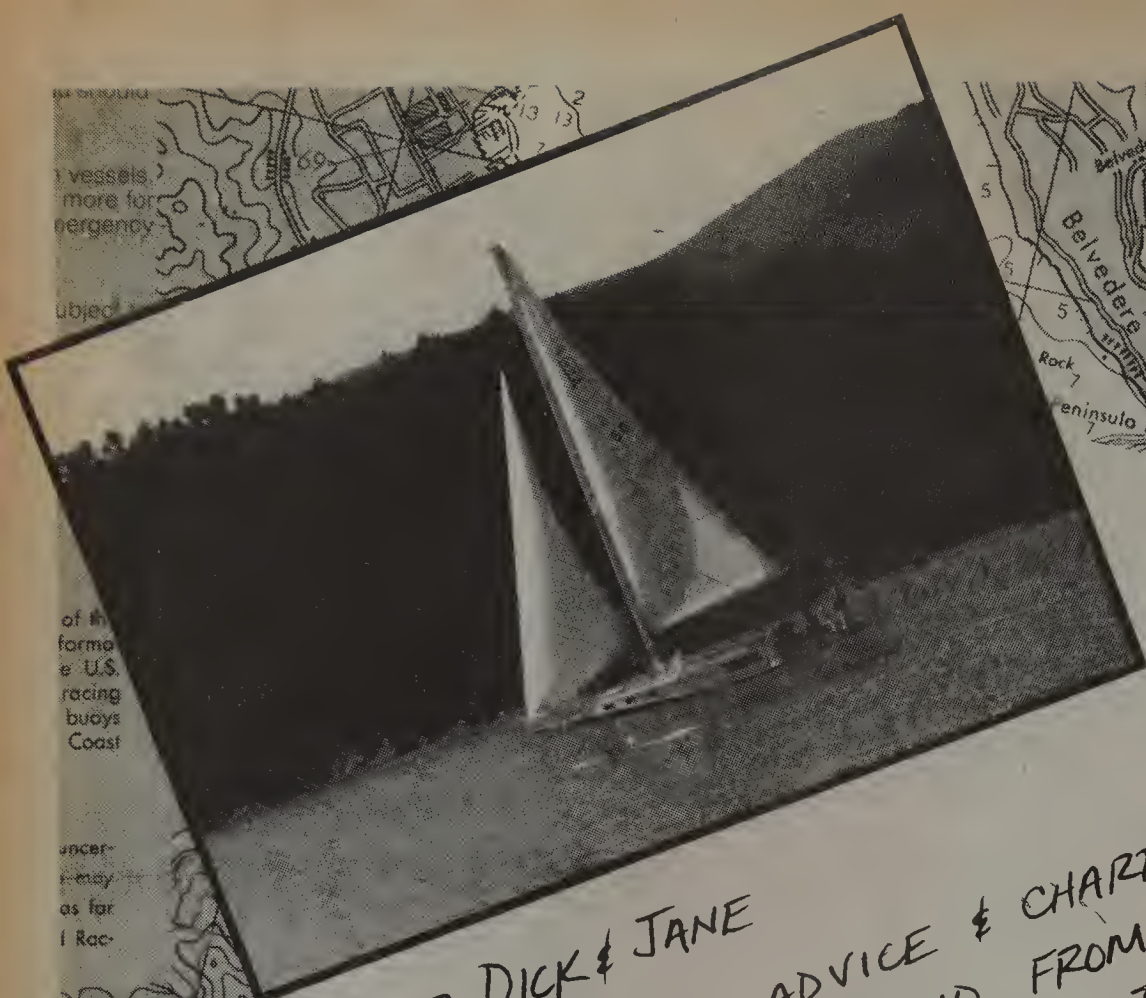
Latitude 38

VOLUME 107, MAY 1986

CIRCULATION: 40,000



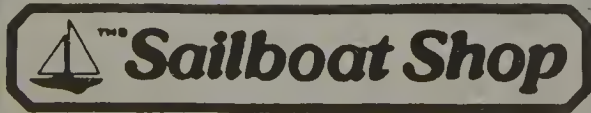
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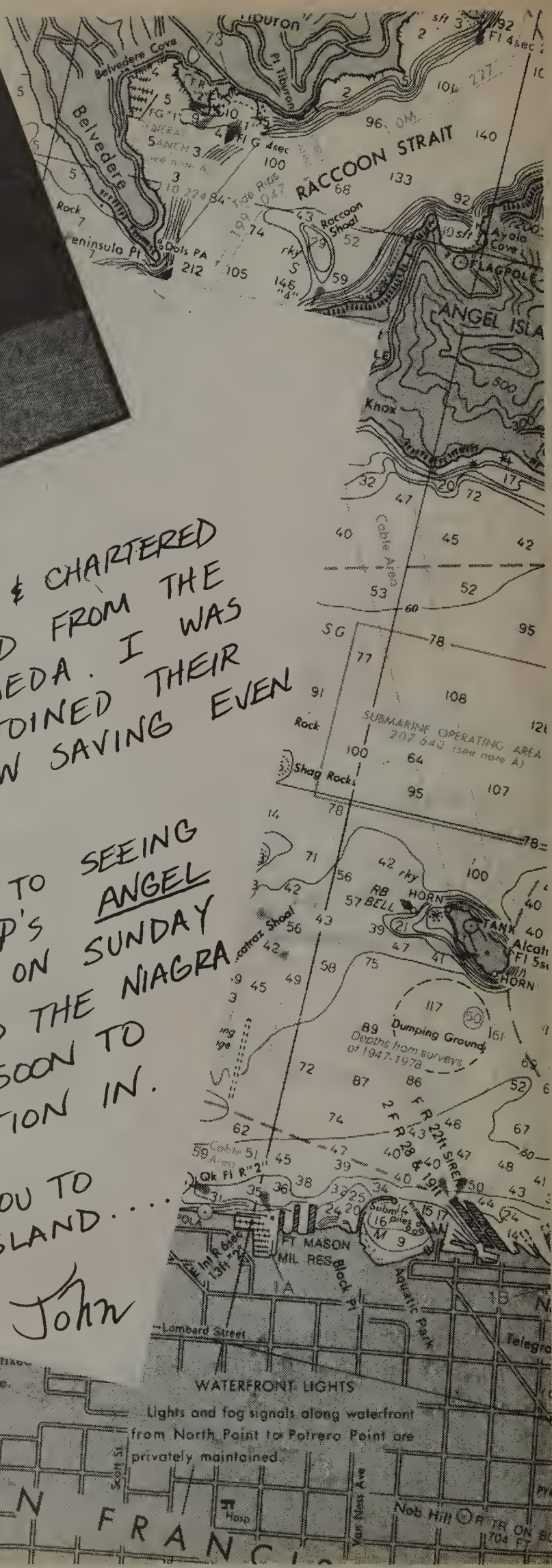
DEAR DICK & JANE
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 A YACHT FOR THE WEEKEND FROM THE
 SAILBOAT SHOP IN ALAMEDA. I WAS
 SO PLEASED THAT I'VE JOINED THEIR
 GO! CHARTER CLUB, AND AM NOW SAVING EVEN
 MORE! SUCH A DEAL!

YOU @ THE SAILBOAT SHOP'S SEEING
 ISLAND RAFT-UP & B-B-QUE ON ANGEL
 MAY 18th. WE'VE CHARTERED THE NIAGRA
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 WE'LL RACE YOU TO
 THE ISLAND....

John



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*30 S-2 9.2A, Diesel, Wheel, Dodger, LPU	38,500
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*42 Golden Wave, Cheoy Lee, Loaded	119,000

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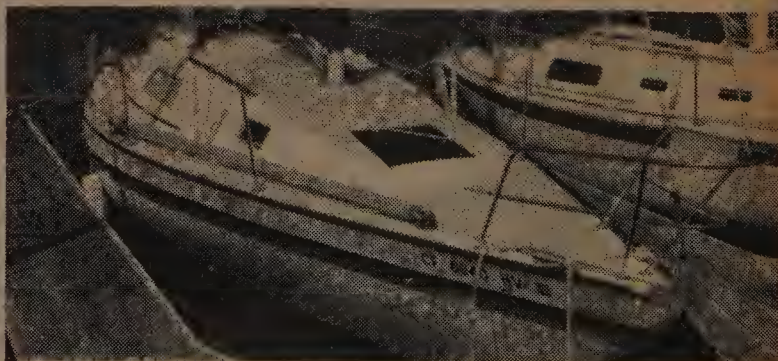
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Local Cruisers / Some Race Equipped

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*23' RANGER 23, LPU	10,500
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*25' CAPE DORY, Cruise Equipped	13,900
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*26' COLUMBIA, New Engine, Auto-Helm 1000, Nice	12,500
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*27' CHEOY LEE OFFSHORE, Volvo Diesel	20,500
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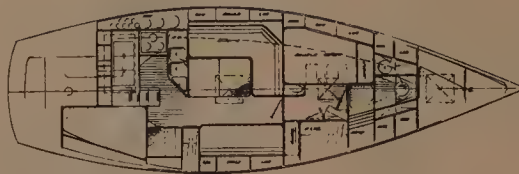
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L.W.L. 29'7.5"
Beam 11'11"
Draft 5'10"
Displacement 17,360 lbs.
Ballast 6,250 lbs.
Sail Area 674 sq. ft.



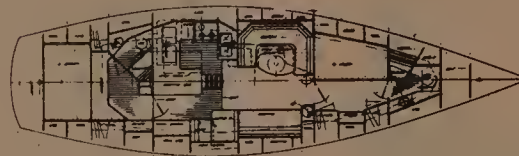
Passport 40

L.O.A. 39'5"
L.W.L. 33'5"
Beam 12'8"
Displacement 22,771 lbs.
Ballast 8,500 lbs.
Draft 5'9"
Sail Area 771 sq. ft.



Passport 42

L.O.A. 41'9"
L.W.L. 34'10"
Beam 12'10"
Draft 6'4"
Displacement 25,500 lbs.
Ballast 9,500 lbs.
Sail Area 837 sq. ft.



Passport 47

L.O.A. 46'7"
L.W.L. 38'11½"
Beam 13'6"
Draft (Deep) 6'6"
Draft (Show) 5'10"
Ballast 12,000 lbs.
Displacement 34,000 lbs.



Passport 51

L.O.A. 51'1"
L.W.L. 43'3"
Beam 14'5"
Draft 7'2"
Sail Area .. 1103 sq. ft. (cutter)
 1200 sq. ft. (ketch)
Ballast 13,000 lbs.
Displacement 38,000 lbs.



Passport 37



Passport 40



Passport 42



Passport 47



Passport 51

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PASSAGES

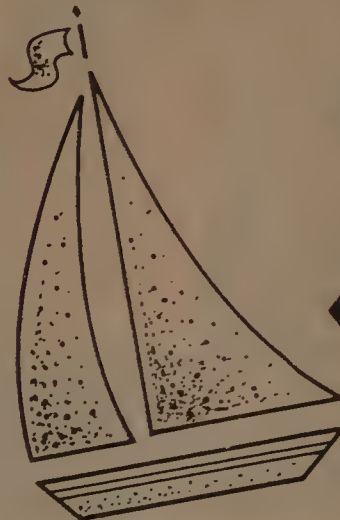
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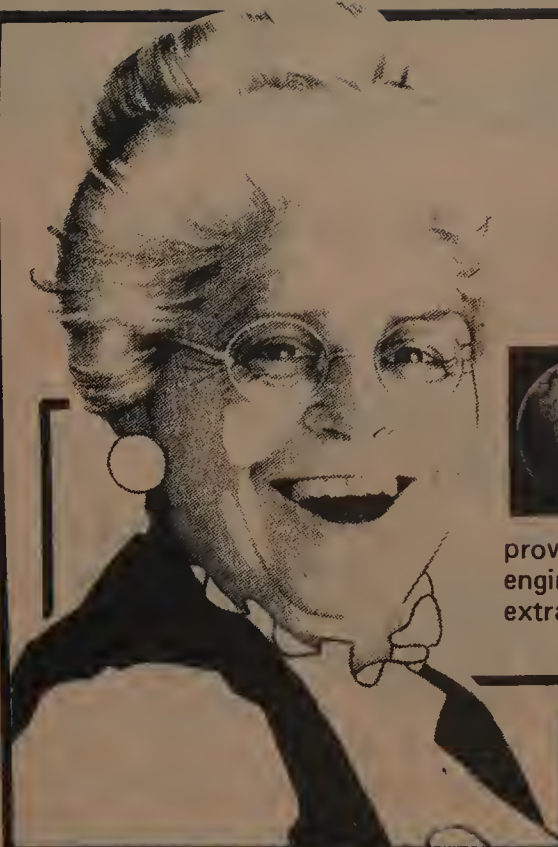


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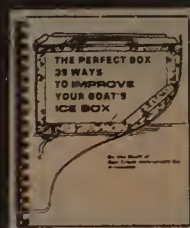


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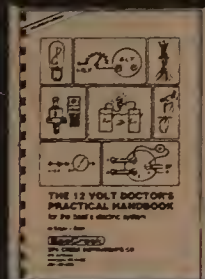


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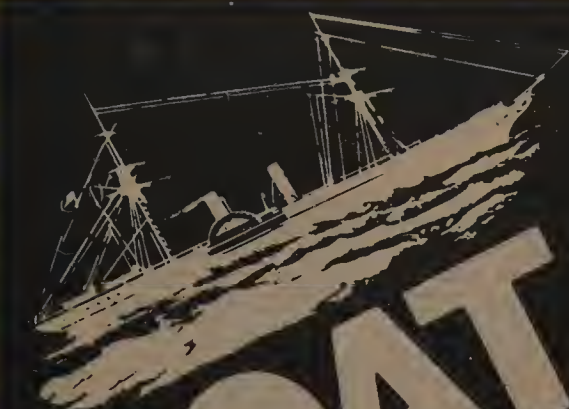
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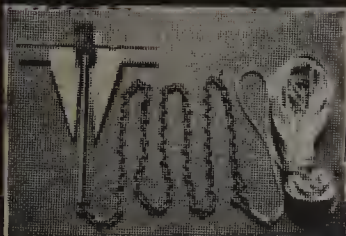
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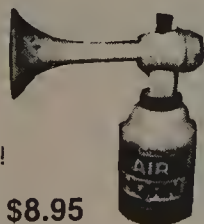
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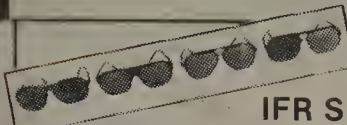


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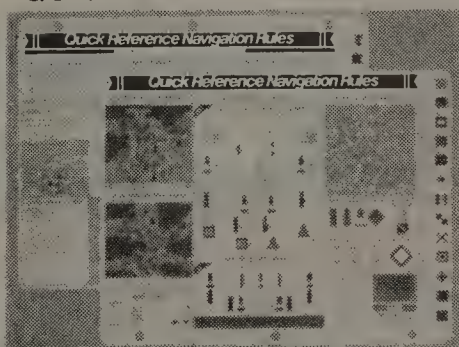
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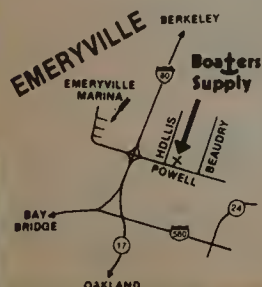
Allows easy installation of VHF, CB and Loran antennas on boat railing. An ideal way to mount the Ranger antenna.

List: \$29.95 each

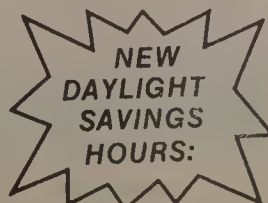
Sale: \$21.50 each OR Both For Only \$39.95



TWO GREAT LOCATIONS TO SERVE THE ENTIRE BAY AREA!

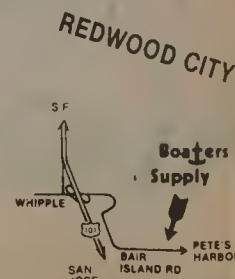


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Tartan 3000. Tartan and Sparkman & Stephens spent 3 years designing this boat. Maybe the best thoughtout 30 afloat. Certainly one of the prettiest. This one's extremely well-equipped. \$54,900.



Cal 29. Wins the 'goods-per-\$' of the month award. Solid sailing, popular Bay/pocket-cruise-or-racer — she's remarkably clean to boot! \$24,900.



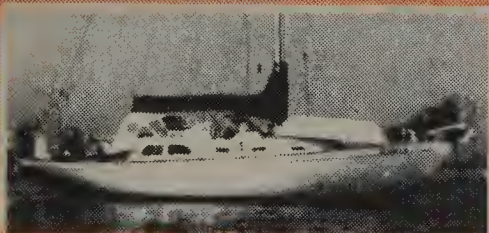
Columbia 45. Opulent, apartment size interior. Real livabrd palace. Originally commissioned/equipt/maintained by respected marine surveyor. \$110,000.



Freedom 39 Pilothouse. The 1st brokerage pilot we know of to become avail on the coast. Completely stacked w/high-quality equipmnt. \$167,000.



44' CSY. New LPU deck/hull, new bottom, new eng, new interior fabric. Complete, thorough restoration nearly finished. \$99,500. sistership



North East 38. Every piece of equipment/misc gear ever mentioned in every cruising manual, incl'g footnotes. Lvabrd a beautiful, Dutch-built masterpiece. Lvabrd/cruise, work all bugs out, maintain impeccably, then sell. \$69,500.



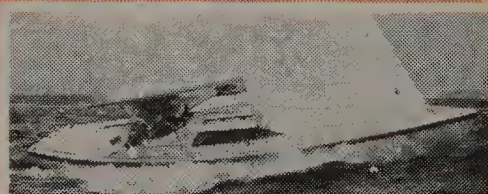
Freedom 39. Originally equipt for singlehanded ocean racing/factory ambassadorship. Big plush interior w/stuffed swivel chairs; gear for years. Everything here for fast, comfy cruising. \$145,000.



Tartan 30. Great opportunity for the well-equipped cruiser who likes occasional racing. Ten sails incl'd'g 3 spinnakers & mylar 150. Will consider trade for trailerable. \$29,900.



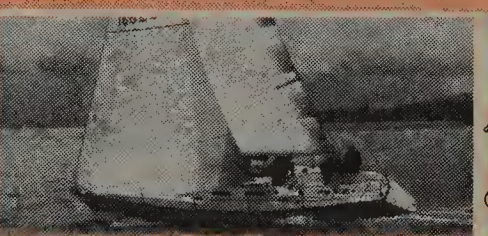
Ericson 35. Unmistakable Alberg influence. These smooth, traditional lines extend below waterline in full keel cutaway forefoot. Stiff, strong cruiser. Five headsails. \$35,900.



H-27. Tough and fast! Much like the Folkboat in style and quality, but several seconds quicker. Built in Sweden, built to last. \$18,900.



Morgan 38. Brought up to tight survey specifications, cruised to Central America, raced some. She's versatile, steady, big and ready. \$64,000.



Santana 35. Offering 1/4 interest in active campaigner. One of the most competitive, well-attended & well-sailed fleets currently racing the Bay.

Sail Brokerage

24'	Yankee Dolphin.....	12,500
* 24'	Moore.....	16,000
25'	O'Day.....	11,000
26'	Pearson Ariel..... (2)	9,500
26'	Int'l Folkboat..... (2)	11,900
26'	Cheoy Lee Frisco Flyer.....	15,000
26'	Pearson.....	15,500
27'	Coronado.....	12,000
27'	Coronado.....	12,000
27'	H-27.....	18,900
27'	Ericson.....	19,950
27'	Tartan..... (2)	21,500
* 27'	Nor'Sea Kit.....	Offers
* 27'	Nor'Sea.....	34,000
28'	Taipan.....	24,900
28'	Cape Dory.....	34,900
28'	Dufour.....	36,000
28'	Sovereign.....	49,900
29'	Ericson.....	22,500
29'	Cal.....	24,900
30'	Odyssey.....	22,500
30'	Ericson.....	28,000
30'	Rawson..... (2)	23,950
30'	Tartan..... (3)	29,950
30'	S2 9.2C.....	33,500
30'	Islander MkIII.....	34,500
30'	Mair, cold-molded....	35,000
30'	Wilderness.....	Offers
30'	Bristol 29.9.....	44,000
30'	Tartan 3000.....	54,900
30'	Fisher Pilothouse.....	54,950
31'	Marieh.....	49,500
32'	Lapworth.....	25,000
32'	Ericson.....	32,950
32'	Bristol Ketch.....	45,000
33'	Rhodes Swiftsure.....	29,500
33'	Tartan Ten.....	29,900
33'	Pearson Vanguard.....	33,500
* 33'	Hobie monohull.....	41,500
33'	Freedom.....	98,500
34'	Coronado.....	34,000
34'	Islander.....	35,000
34'	Hans Christian..... (2)	73,900
35'	Ericson/Alberg.....	35,900
35'	Fantasia..... (2)	59,500
36'	Cheoy Lee Luders.....	50,000
36'	Islander.....	60,000
37'	Islander.....	44,000
37'	Hollman Custom.....	78,000
37'	Rafiki.....	79,000
37'	Tartan..... (2)	81,500
37'	Crealock.....	108,000
38'	Morgan, anxious.....	64,000
38'	Northeast.....	69,500
38'	Hans Christian T.....	97,500
39'	Freya 39.....	120,000
39'	Freedom Express.....	145,000
39'	Hans Christian P.H.....	149,000
40'	Custom steel cutter.....	109,000
40'	C&C, equipped.....	105,000
41'	C T ketch.....	75,000
42'	Spencer, cruise equipt.....	65,000
42'	Garden ketch.....	129,000
43'	Hans Christian..... (3)	125,000
44'	CSY..... (2)	99,500
44'	Harden.....	115,000
45'	Columbia, customized.....	110,000
50'	Primrose.....	68,000
50'	Kettenburg.....	115,000
50'	Gulfstar..... (2)	149,000
51'	Island Trader.....	125,000
52'	Garden-Monk ketch....	119,000
52'	Kettenburg/Columbia.....	150,000

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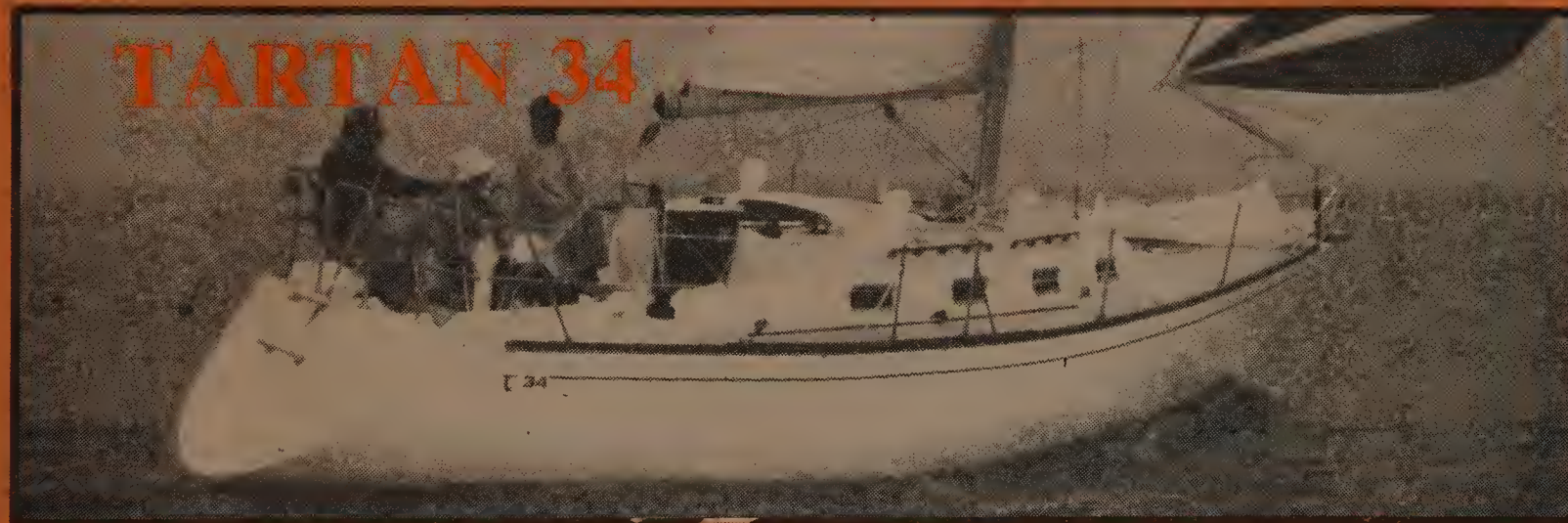
RA / Good Sailing: Have It Your Way. Have It Often.

You have one of the loveliest sailing playgrounds in the world: Great scenery, perfect wind, huge variety of ports to visit. What could keep you off the Bay? Well, how about the hassle of always finding competent crew. Or the expense and drudgery of constant, difficult upkeep. Or the frustration of replacing broken parts that aren't made anymore. Sounds as good as driving four hours to stand in a lifeline.

Come back . . . good sailing is here.



Imagine . . . It's Friday afternoon. The whole week has been mud enchilada, but today it's warm, bright and no one's looking. Leave work early. Go straight to the dock. Cast off docklines, shoes and tie. Forget phones, forget crew, forget giving orders and explaining anything, forget everything. Just trim that big main a little, settle in the groove and listen to quiet, natural power. That's Freedom sailing.



From every angle you care to look she has great lines. Twenty-five years of Tartan effort has evolved a yacht that is easy to handle because every detail has been considered and provided for. Lines lead aft in logical order and position; wheel and winches fall easily to hand; nav station is orderly, comfortable, snug. Hundreds of little details like these add up to an efficient machine that is a thrill to see and a breeze to use.



27, 30, 32,
36, 39, 44

Representing



29, 34, 38, 43

TARTAN

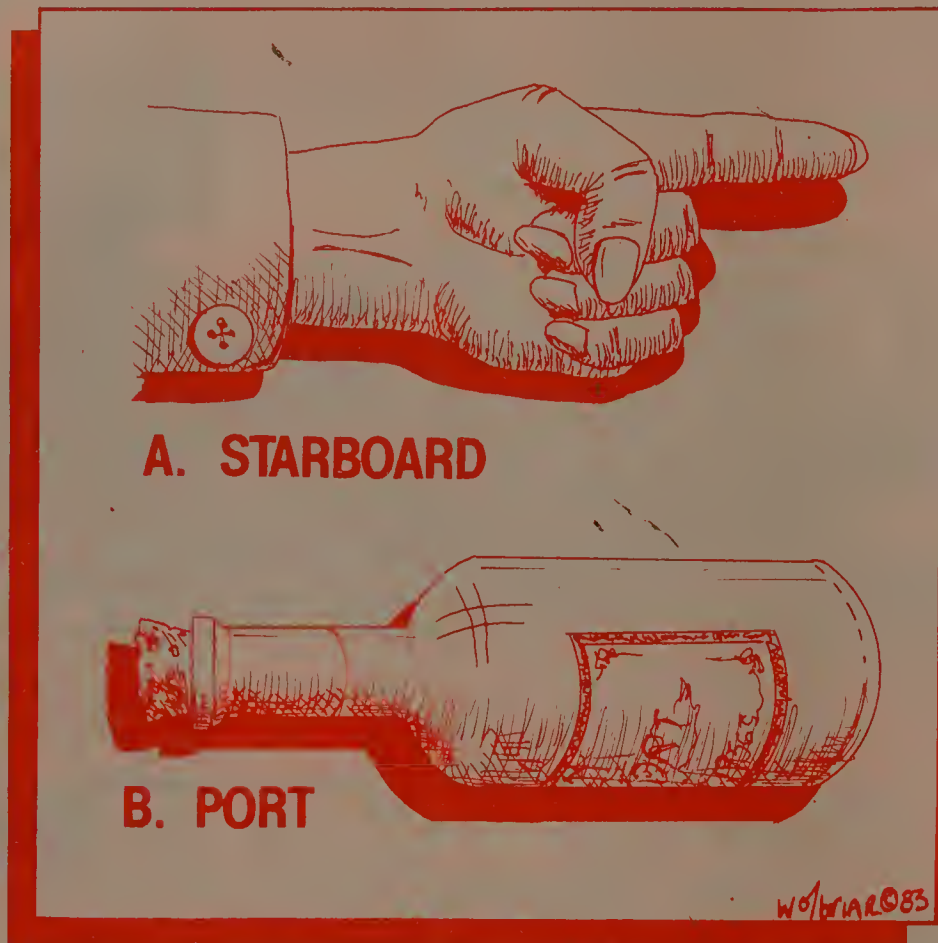
28, 30, 10M,
34, 37, 40

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THE QUALITY OF STEEL YACHTS.

For the serious offshore cruiser, the strength of steel construction has long been an interesting alternative with two serious old drawbacks: ugly/slow hull shapes, and rust. Those two drawbacks have been eliminated by modern construction and coating technology. With full confidence in this technology, we have been developing a line of beautiful, powerful cruising yachts for the serious blue water sailor.

Among the hundreds of design details we are specifying, consider:

- ★ **Below waterline:** Hull is sandblasted, sprayed zinc chromate primer, filled and faired epoxy high build, sprayed two coats tar epoxy, sprayed two coats vinyl antifouling.
- ★ **Above waterline:** sprayed, two coats zinc chromate epoxy primer, fill and fair, cove visible internal welds, 2 coats primer/surfacer, LPU glass topcoat, "rubberized" foot-friendly non-skid over decks.
- ★ **All topside chafe areas,** eg. bow roller, caprails and chocks, to be stainless steel.
- ★ **Interior construction** to be light and airy with emphasis on ease of maintenance: eg. 3/4-inch ply bulkheads, epoxy painted. Natural wood trim, satin varnished. Teak and holly sole.
- ★ **Interior hull** insulated with 1/2-inch non-toxic, self-extinguishing accoustical and thermal insulation developed for submarines.
- ★ **A true double aft stateroom** featuring a bunk that is boarded in a civilized fashion: from the side rather than climbing over the pillows.

Delivered to owners, each boat will typically be equipped like this:

- | | |
|---------------------------------------|----------------------------------|
| • Self-tailing winches | • Drip-proof shaft log |
| • Four sails and covers | • Propane stove and oven |
| • All lines lead aft | • Safety rail and strap at stove |
| • Double bow roller | • Wheel steering |
| • Primary and lunch hook anchors | • 5-inch compass on pedestal |
| • Windlass | • Knotmeter, depthsounder |
| • Hot and cold pressure water | • Shorepower 110V |
| • Manual and electric bilge pumps | • Battery charger |
| • Refrigerator/freezer | • Dodger |
| • Fresh water cooled diesel auxiliary | • Stereo |
| • Three-blade prop | |

**Finally, amazingly, the price tag:
a 34-footer equipped like this will go out the Gate around \$89,500!**

Specifications are still evolving and subject to improvement



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Best Buys 1986



ISLANDER 30 MKII

Most popular 30' 1-design on Bay. New LPU, like new condition. **3 from \$20,000 or \$227/month**



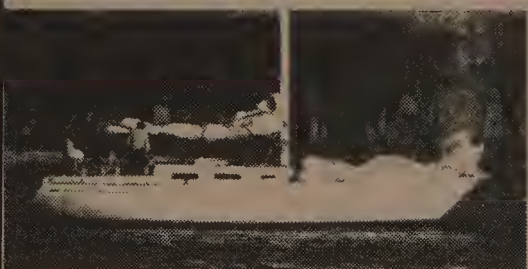
1978 O'DAY 30

Diesel, roller furling, h&c water, refer, (3) sails, wheel, very, very clean. **\$29,000 or \$263/month**



BRISTOL 32

Full keel cruiser, diesel, Laran, autopilot, (4) sails, wheel. **Try \$37,000 or \$336/month**



CAL 39

TransPac winner two years, clean and ready to go. **sistership Try \$55,000 or \$500/month**



CT 54

Ideal liveaboard or cruiser. Fully equipped and like new. **Asking \$269,000 or \$2,436/month**



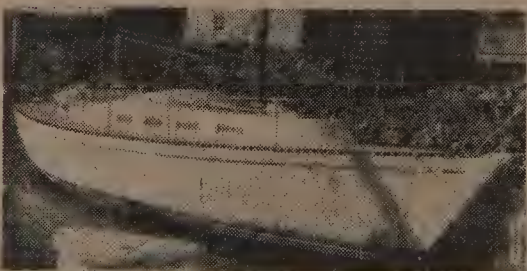
FANTASIA 35

Full keel, center cockpit, diesel engine & loaded! **Try \$55,000. or \$500/month**



40' CHALLENGER

Beautiful liveaboard / cruiser. Shows like new. **Try \$70,000. or \$636/month**



"New" SWIFT 40

S&S design, center cockpit, built to Lloyd's specs. List: 129,900. **Now — \$100,000 or \$909/month**



CT 38

'81. Like new, fully equip for ocean cruising. Unbelievable! **\$65,000 or \$591/month**

Best Buys 1986



TAYANA 37 Pilothouse

Comfortable Bay cruiser, like new. Stoy worm and dry. **Try \$80,000 or \$727/month**



FUJI 32

Built to Lloyd's specs. Loaded with cruising gear. Truly beautiful. **Try \$53,000 or \$482/month**



ISLANDER FREEPORT 41

Best on the Bay! Beautiful liveaboard and loaded. **Try \$85,000 or \$773/month**



PEARSON 30

1977. Diesel power, wheel steering. One owner boot. **Try \$22,000 or \$249/month**



RANGERS — 20,22,23,26,33

Wonderful selection of our docks.



PEARSONS — 24,28,30,32,36,40

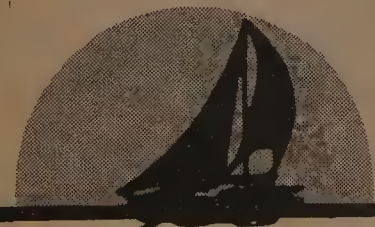
Super selection of quality boots.

69' Gaff Rigged Schooner, 1911	175,000
65' Alden, 1926	95,000
57' Abeking/Rasmussen, 1954	189,000
55' Alden/Laliberte, 1970	120,000
54' C-T, 1981	269,000
52' Columbia, 1972	150,000
50' Gulfstar, 1977	149,500
48' Ta Chiao, 1981	174,000
47' Perry, 1978	128,000
46' Col II, 1974	109,000
46' Kettenburg PCC, 1958	57,500
44' CSY, 1977	130,000
44' Rhodes M/S, 1961	132,000
43' Alden Schooner, 1979	95,000
43' Endeavour, 1974	125,000
43' Swan, 1977	195,000
43' Westsail, 1976	110,000
41' Bounty, 1957	59,000
41' Islander Freeport, '76's(2)	100,000
40' Challenger, 1974	75,000
40' Clark, 1980	31,000
40' Mariner, 1970	85,000
40' Margan, 1971	70,000
40' Olsson/Sweden, '43	30,000
40' Pearson	
40' Swift, 1983	100,000
40' Valiant, 1976	90,000
39' Col, '71's, (2)	55,000

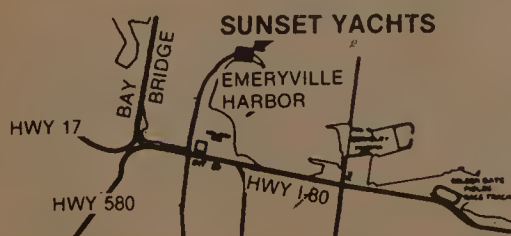
39' O'Day, 1983	92,000
39' Swan, 1979	120,000
38' Catalina, 1979	63,000
38' CT, 1981	69,900
38' Kettenburg, 1954	18,000
37' Crealock, 1981	120,000
37' Gulfstar, 1976	81,000
37' Stangarte Marine, 1969	76,500
37' Tayana, '79,'81,'81, (3)	84,000
36' Islander, '74,'75,'79(3)	44,000
36' Pearson 365, '76	68,000
36' Porthlevan, 1975	
35' Coronado, 1971	43,900
35' Dufaur, 1979	79,000
35' Ericson, '70,'70, (2)	36,000
35' Fantasia, 1976	67,500
35' Knappa yawl, 1960	38,000
35' Pearson, 1981	65,000
35' Santana, '81's, (2)	59,500
34' Alaha, 1985	78,000
34' Coronada, 1969	34,000
34' Columbia, 1973	30,000
34' Dufour, 1974	63,500
34' Hans Christian, 1977	72,000
34' Tartan, 1974	48,950
33' IOD (Bjarnes AAS), '59	15,000
33' Islander, 1965	30,000
33' Ranger, 1978	39,800

33' Tartan, 1982	92,000
32' Bristol, 1972	120,000
32' Cavalier, 1975	63,000
32' Columbia MkII 9.6, '77	69,900
32' Ericson, 1973	18,000
32' Fuji, 1976	120,000
32' Lapworth, 1961	81,000
32' Irwin, 1974	76,500
32' Islander, 1966	84,000
32' Max Young, 1984	44,000
32' Nantucket, 1971	68,000
32' Pearson, 1977	
30' Cal 2-30, 1970	43,900
30' Cal 9.2	79,000
30' Islander MkII, 1971	36,000
30' Catalina, '76,'79,'81 (3)	67,500
30' Center Cockpit S-2, 1978	38,000
30' Clipper Marine, 1977	65,000
30' Columbia, 1973	59,500
30' Fisher, 1976	78,000
30' Islander MkII, '72,'73 (2)	34,000
30' Islander Bahama, '79	30,000
30' Lancer, 1980	63,500
30' Pearson, 1977	72,000
30' Newport, '68,'77 (2)	48,950
30' Rawson, '75,'81	15,000
30' US Yachts, 1981	30,000
30' Yankee, 1972	39,800

65,000	29' Cascade (Constructors), '67	31,000
45,000	29' Hinkley/Alden, 1946	29,000
65,000	29' Jensen (Cal), 1975	
39,500	27' Albin Marine, 1981	34,500
28,000	28' Cal, 1968	18,000
58,000	28' Columbia, '69's, (2)	15,000
25,000	28' Islander, 1981	32,500
39,500	28' Pearson, 1977	24,500
25,950	28' Tritan, 1960	17,500
21,000	27' Aloha, 1985	24,000
25,000	27' Balboa, 1980	19,000
42,800	27' Cal, 1976	21,500
27,000	27' Catalina 2/27, 1976	24,000
	27' Catalina, '73,'82, (2)	14,500
30,000	27' Coronada, 1971's, (3)	13,000
30,000	27' Ericson, '72s,'78, (3)	17,000
49,750	27' Dufour, 1972	22,000
9,500	27' Hat Foot Canadian, '82	17,800
23,000	27' Mull Custom, 1976	17,000
59,500	27' Nor'Sea, 1978	45,000
24,500	27' US Yachts, 1982	33,000
40,000	26' Ericson, 1969	11,000
32,000	26' Excalibur (Islander), '69	10,500
28,000	26' Ranger, 1972	13,000
22,500	25' Cal, '68,'69 (2)	9,000
24,500	25' Catalina & trailer, '78	13,500
28,000	25' Ericson 25', 1980	24,500
30,900	25' Kirby, 1979	13,950



Sunset Yachts



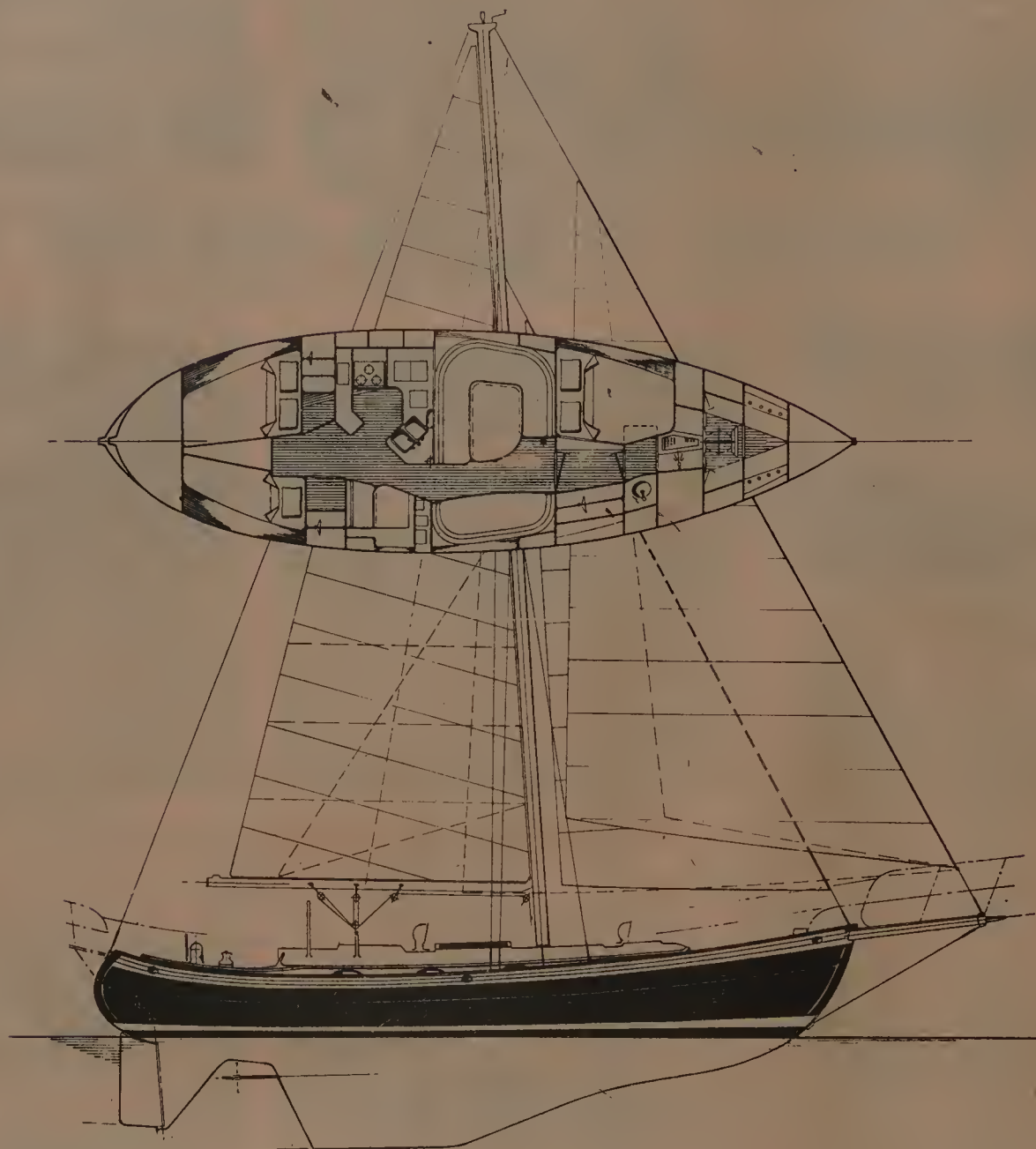
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ICOM M/80C VHF radio

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Pre-owned HANS CHRISTIANS

34' 1977	\$74,500
38' Traditional, 1980, loaded	110,000
38' Traditional, 1978	90,000
43' Traditional, 1981, bristol	130,000
48' Traditional, 1985, loaded	259,000



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the new HOBIE 17

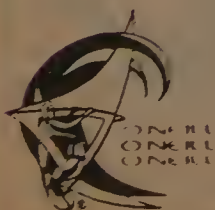
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cordially invites all ladies and gentlemen to attend an*

AMERICA'S CUP BENEFIT DINNER

TO SUPPORT THE GOLDEN GATE CHALLENGE

Guest speakers:

Tom Blackaller — Skipper

Bob Scott — Chairman, G.G.C.

Ron Young — General Manager, G.G.C.

James Michael — Senior Advisor, G.G.C.

And members of the 12-Meter Design & Scientific Team

**SUNDAY, MAY 18, 1986
AT CORINTHIAN YACHT CLUB, TIBURON**

No-host cocktails — 6:30 PM

Cooks & Waiters' traditional dinner and program — 7:30 PM

\$75.00 per person

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Enclosed is a check in the amount of \$ _____
for _____ tickets at \$75.00 each.



Make checks payable to **CORINTHIAN YACHT CLUB** and mail to: CYC, P.O. Box 857, Tiburon, CA 94920

CALENDAR

Nonrace

May 1 — Capitola Wharf in Monterey Bay opens its 1986 season. Come and check out the continuing improvements to the waterfront. Mooring info, Karen (408) 475-8750 or wharf office (408) 462-2208.

May 2-4 — Coast Guard Appreciation Day. See *Sightings* in this issue for more.

May 2-4 — Third Annual Discovery Bay Lions Club Boat Show, Discovery Bay Marina (just east of Antioch). Mike Aggeler 634-1423.

May 3 — Seattle YC Opening Day 8K Run. Usher in the '86 boating season with shin splints. Kathy Rozzini (206) 641-5202.

May 3 — Meeting at the Corinthian YC to discuss Formula 40 Grand Prix racing. For more on Formula 40, see this month's *Racing Sheet*. For more on the meeting, call Peter Hogg at 332-5073.

May 3 — Hans Christian Owners Sail-In, Emery Cove Marina. Starts at noon; overnight berths available. Come enjoy the barbeque and meet other HC owners. Bill Patience 887-6277 or Jim Scala 283-2725.

May 3 — SS *Suisun* Wine Cruise. Come and enjoy a four-hour cruise on this 86-ft classic motoryacht to raise money for the Pacific (SF to Hawaii) Cup. \$50 for wine and buffet lunch. Limited to 50. Denise Maggioncalda 954-1850 or 731-4835.

May 3 — Opening Day, Montlake Cut and Lake Washington, Seattle, Washington. Seattle YC sponsors. Michele Shaw (206) 524-6505.

May 9 — Traditional boatbuilding lecture series, Bay Model Visitor's Center, 7-9 p.m. Sponsored by Call of the Sea. 331-1282.

May 10 — Marine Swap Meet, Pt. San Pablo YC, 700 W. Cutting Blvd. (Hwy 17), Richmond. Free parking and admission. 233-1046 or 232-4645.

May 11, 1937 — *Ranger*, last and some say the best of the mighty J-Class, is launched at Bath Iron Works, Maine. The 125-ft sloop won 32 of her 34 races, including the 1937 America's Cup. Four years after she was built, *Ranger* was cut up for scrap to aid the war effort.

May 14 — Sail trim seminar, City Corp Savings, Mill Valley, 7-10 p.m. Includes "The Shape of Speed" video and lecture by Todd Peterson. Free to all interested sailors. 331-3364.

May 10-18 — San Jose Sports, Vacation, RV and Boat Show, Santa Clara County Fairgrounds. (415) 969-8770.

May 17 — Passport Owners' Association meeting, Peninsula YC, 7 p.m. Guest speaker Claudia Mueller of West Marine will speak on Yacht Safety Gear. Jere Patterson (408) 371-9400.

May 17 — Marine Diesel Program for Yachtsmen. Technical Education Institute, Pt. San Pablo Harbor, Richmond, 9 a.m. to 2 p.m. For details and tuition, call 233-3623.

May 18 — Fundraising party for the Farallon Challenge, 5:30 to 9:30 at the Sausalito Cruising Club. Come support the effort to boardsail around the Farallones. Shimon, 552-2508.

May 18 — America's Cup Benefit Dinner hosted by the Cooks and Waiters Union of the Corinthian YC. Guest speakers from the Golden Gate syndicate. CYC clubhouse. No host cocktails 6:30, dinner 7:30. \$75 a plate. Reservations 435-4771.

May 18-19 — Beginning at 11:30 p.m. Sunday and going until 5:30 a.m. Monday, James Gabbert's "Sleazy Arms" show on TV20 will salute the Master Mariners.

May 23 — Traditional Boatbuilding Lecture Series. See May 9 entry for details.

May 24-25 — Westsail Owner' Association Rendezvous, St. Mary's City, Maryland. (301) 862-5626.

May 24 — The Farallon Challenge. Get up early and see the

SANTA CRUZ

BOAT SHOW



& HARBOR FESTIVAL

May 30, 31, June 1



Mike Todd, Tim Seitz, Kathy Scopin and Susie Kajioka on Mike's PT 41.

"It's beautiful here and the location is convenient to get to the Bay or Delta.
My yacht club is right here, and the people are very friendly."

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Benicia Marina

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Channel 16 VHF

266 EAST "B" STREET • BENICIA, CA 94510

(707) 745-2628

CALENDAR

boardsailors off on their attempt to round the Farallones. Stay out late and cheer them home. For more on the Farallone Challenge, see last month's *Sightings* or call Shimon Van Collie at 552-2508.

June 1, 1792 — George Washington appoints Rear Admiral John Paul "I have not yet begun to fight" Jones as the American Consul in Algeria. Six weeks later, Jones dies of pneumonia.

June 7 — Fourth Annual Collector's Car and Boat Show, San Francisco YC, Tiburon, 10 to 5 p.m. Come see what driving and yachting was like in the good old days. For more information, see *Sightings* or call Annie Sutter at 332-4879.

June 22 — Old Fashioned Day on the River. Dixieland jazz bands on the Delta; luxury yacht tours and more. Admission \$3.50, under 12 free. Sacramento YC presentation. Allen Sullivan, (916) 924-9351.

June 27-29 — "Weekend With the Classics". A gala event featuring classic sail and motor yachts, vintage cars and antique airplanes. The bad news is you have to go to Friday Harbor, Washington to see it. (206) 378-4179.

June 30 — Pacific Cup Bon Voyage Dinner Dance, St. Francis YC. No-host bar 7 p.m., dinner and dancing at 8 p.m. \$75 per person. For information or reservations, call Joyce 531-3111 or Gayle 661-8560.

Racing

April 27-May 3 — Antigua Race week. The strongest indication that Western civilization is debauching itself into oblivion. The parties alone are legendary.

May 2-10 — President's Cup, La Paz, Baja.

May 3-4 — The Vallejo Race. Always a fun race up and back. (707) 552-9409.

May 8-11 — Swan Regatta, Monterey Bay. Co-hosted by the Monterey Peninsula YC and the new Monterey Plaza Hotel. Dana, (408) 372-9686 or (415) 332-0291.

May 9-18 — Second Breton Reef Series. The warmup for the Sardinia Cup. (401) 849-5200.

May 24-25 — 22nd Annual Whiskeytown Regatta. Everything from El Toros to Express 27s. Dennis Myers (916) 365-1146.

May 25 — Master Mariners Regatta. They don't get older, they get better. Lance Shoenberger 331-3170.

May 31 — Singlehanded Sailing Society. In the Bay Race. Singlehanded and Doublehanded divisions. Peter Hogg, 332-5073.

May 31 — 19th Annual Around Treasure Island Race. This 26-miler is sponsored by the Spinnaker YC. Mark 972-4826 or 351-8583.

June 6-8 — Rio Vista Super Slalom Event. 50 miles of sailboard river racing from Sherman Island to Rio Vista. About 120 entrants race this colorful event. Team Rio Productions (707) 374-6242.

June 7 — Singlehanded Sailing Society's First-Timers Race. Peter Hogg, 332-5073.

June 14-15 — Small Boat Racing Association Race, Clear Lake. Gene Harris, 548-3730 days.

June 14 — South Tower Race — a marathon from Stockton to Crissy and back to Stockton. Bret West (209) 467-0411.

June 14 — Singlehanded TransPac Race starts.

June 21-22 — Hobie Fleet 87's 13th Annual Around Treasure Island Race. How thick is your wetsuit? Margaret Heath 841-8735 or Bill Timms 937-8562.

June 28 — Victoria to Maui International Yacht Race. John MacFarlane, (604) 669-3343.

June 30 — MORA Long Distance Race. Downwind all the way to San Diego. For IOR boats 30 feet and under.

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32'	Cheoy Lee	58,000
32'	Islander	29,950
32'	Jeanneau	Offers ✓
32'	Kettenburg	47,950 ✓
32'	Union	53,900 ✓
33'	Yamaha	55,500
33'	Newport	52,000 ✓
34'	Cal	(3) 34,500
34'	San Juan	58,000
34'	O'Day	59,500
34'	Hunter	reduced! 62,000 ✓
34'	Islander	49,950
34'	True North	62,000
34'	Wylie	59,000
35'	Fantasia	reduced! 59,500
35'	Bristol	65,000
35'	Mariner	47,500
35'	Columbia	reduced! 49,000
35'	CL Perry	65,000
35'	Jacobs Custom cutter	75,000
36'	CL Clipper kch	64,900
36'	CL Luders	85,000
36'	Hunter	reduced! 54,900 ✓
36'	New Zealand	49,900
36'	Formosa	64,950 ✓
36'	Islander	(4) 54,500
36'	J/Boat	106,000
37'	Endeavour	85,000
37'	Crealock	120,000
37'	Gulfstar	72,500 ✓
37'	Pearson	85,000 ✓
37'	Ranger	60,000
38'	Farallone Clipper #15	45,000
38'	Morgan	reduced! 69,000
38'	Hans Christian	109,000
38'	Oceanic	83,000 ✓
39'	Ericsen	55,000
39'	Sparkman&Stephens	79,000
39'	Landfall	(2) 85,000
39'	Westsail	89,000 ✓
40'	Columbia	55,000
40'	Olson	Repo Offers ✓
40'	Valiant	100,000
41'	Bounty	49,500
41'	CT ketch	(2) 77,500
41'	Morgan	Repo Offers ✓
41'	Freeport	115,000 ✓
42'	Excalibur	Offers ✓
42'	Vagabond	115,000 ✓
42'	Blanchard	48,000
43'	Alden	95,000
43'	Young Sun	reduced! 90,000 ✓
43'	CL Motor Sailer	(2) 166,000
43'	Endeavour	109,000
43'	Holcomb Schooner	71,950
43'	Oceanic	reduced! 114,900 ✓
44'	LaFitte	195,000
44'	Lancer	149,900
44'	Hardin	(2) 129,000
44'	Mull Aluminum	140,000
44'	Peterson	129,000 ✓
45'	C & L Explorer	114,500
46'	Cal 2-46	125,000
46'	Formosa	110,000
46'	Sampson	85,000
47'	CL Yawl	147,000
47'	Perry	128,000
47'	Gulfstar	165,000
48'	Mapleleaf	187,500
48'	Perry	178,000
48'	Wooden Cutter	35,000
49'	Transpacific	163,000
50'	Custom Rhodes yawl	130,000
50'	Primrose	68,000
51'	Garden	135,000
51'	Rhodes Yawl	129,000 ✓
52'	Columbia	150,000
55'	Roberts	119,500

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44'	Marine Trader trawler	114,000
45'	Mathews	99,900
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56'	Baglietto Express Cruiser	125,000
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66'	Cheoy Lee	685,000

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CALENDAR



July 4 — Start of the Pacific Cup Race to Hawaii.

July 4 — 35th Annual Boreas Race, San Francisco to Moss Landing. Tim Powell (408) 425-1458.

July 5 — 19th Annual Trans-Tahoe Regatta. John Utter (702) 786-2255.

July 26-27 — Santana 22 Nationals on the Berkeley Circle. 237-2821.

July 26-27 — Golden Gate Challenge Regatta. Celebrities from the Golden Gate Challenge will compete on Express 37s in conjunction with three-race regatta of normal people on normal boats. GGYC 346-2628.

Spring and Summer Series — Golden Gate YC — Series I: 5/9, 5/23, 6/6, 6/20. Series II: 8/1, 8/15, 8/29, 9/5. John Huebsch, 661-3143.

Island YC — Spring Series: 5/2, 5/16, 5/30, 6/13, 6/27. Summer Series: 8/1, 8/15, 8/29, 9/12, 9/26. Ron Lee, (408) 225-0311.

Encinal YC — Spring: 5/9, 5/23, 6/6, 6/20, 7/11. Summer: 7/25, 8/8, 8/22, 9/5, 9/19. Terry Iverson, 769-6190 or 522-0106.

Sausalito Yc — 5/6, 5/20, 6/3, 6/17, 7/1. Gilbert Oliver, 986-1920.

Sausalito Cruising Club — 5/9, 5/23, 6/6, 6/20, 7/11, 7/25, 8/8. Debra Leanos, 499-9676.

Corinthian YC — Every Friday from 5/2 through 8/29 except the 4th of July. CYC, 435-4771 or Fred Borgman, 435-2777.

Vallejo YC — Every Wednesday from 5/7 through 9/24. Chester Carter, (707) 255-6155 days or (707) 252-2592 evenings.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 18th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!

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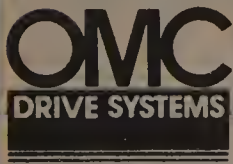
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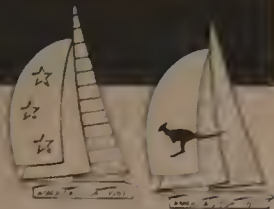
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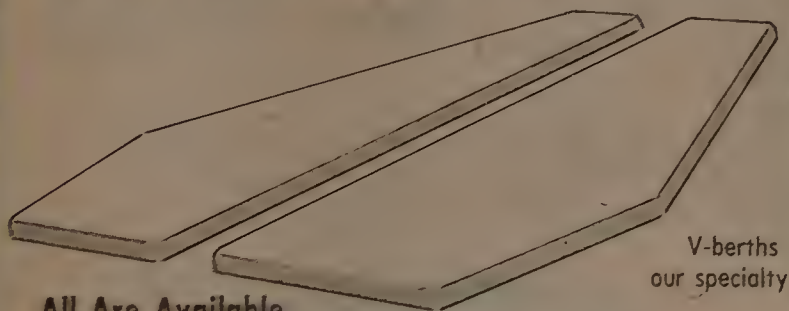
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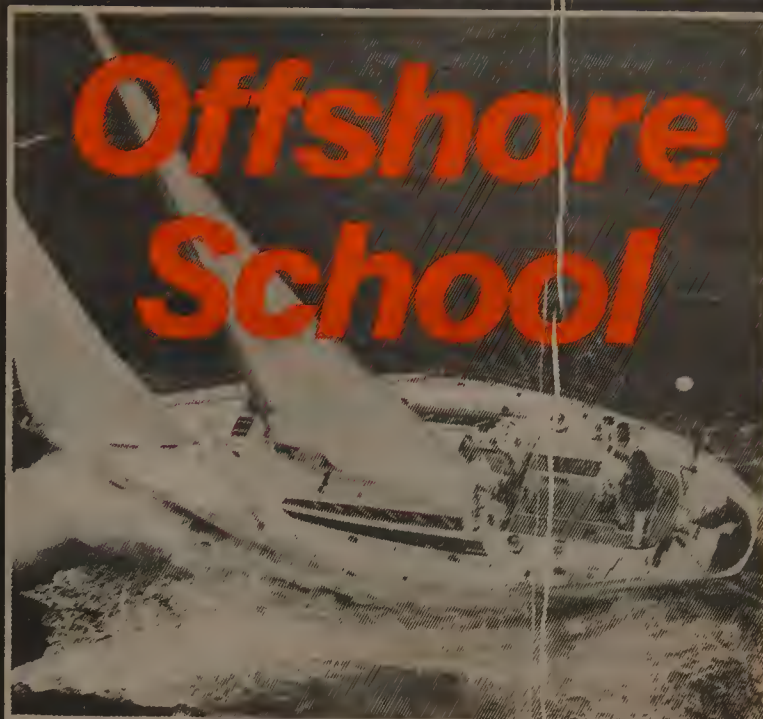
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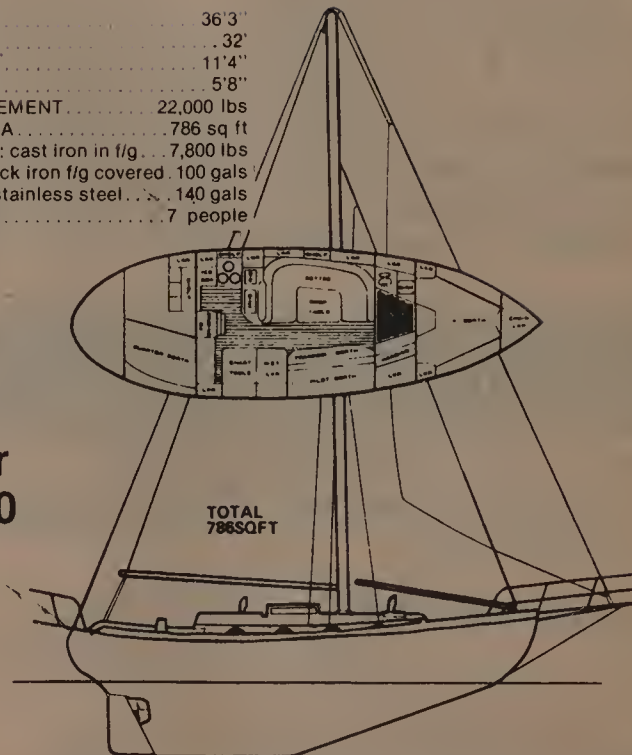
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UNION 36



L.O.A. 36'3"
 L.W.L. 32'
 BEAM 11'4"
 DRAFT 5'8"
 DISPLACEMENT 22,000 lbs
 SAIL AREA 786 sq ft
 BALLAST: cast iron in f/g. 7,800 lbs
 FUEL: black iron f/g covered. 100 gals
 WATER: stainless steel. 140 gals
 BERTHS 7 people
 CUTTER



Take A Look At The Standard Equipment

- Horizon Maxi All Channel VHF Radio with antenna on top of the mast
- Signet Depthsounder MK 172
- Signet Knotlog MK 267
- Windex Wind Direction Indicator
- Seaward Propane Stove which contains: (3) burners with oven underneath, (1) propane tank
- Ritchie SP-5 compass
- Coast Guard safety package which contains: (4) lifejackets; (2) fire extinguishers; (1) air horn; (1) flare gun; (1) life buoy

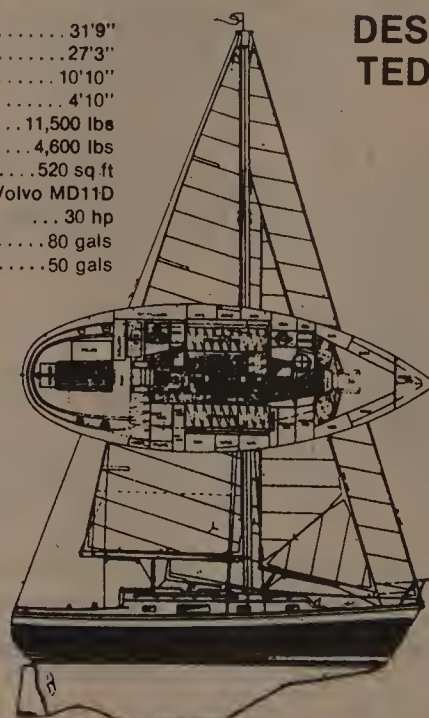
**All For
\$78,950**

UNION 32



L.O.A. 31'9"
 L.W.L. 27'3"
 BEAM 10'10"
 DRAFT 4'10"
 DISPL. 11,500 lbs
 BALLAST. 4,600 lbs
 SAIL AREA 520 sq ft
 MACHINERY... Volvo MD11D
 30 hp
 WATER. 80 gals
 FUEL. 50 gals
 CUTTER

**DESIGNED BY
TED BREWER**



Take A Look At The Standard Equipment

- Horizon Maxi All Channel VHF Radio with antenna on top of the mast
- Signet Depthsounder MK 172
- Signet Knotlog MK 267
- Windex Wind Direction Indicator
- Seaward Propane Stove which contains: (3) burners with oven underneath, (1) propane tank
- Ritchie SP-5 compass
- Coast Guard safety package which contains: (4) lifejackets; (2) fire extinguishers; (1) air horn; (1) flare gun; (1) life buoy

**All For
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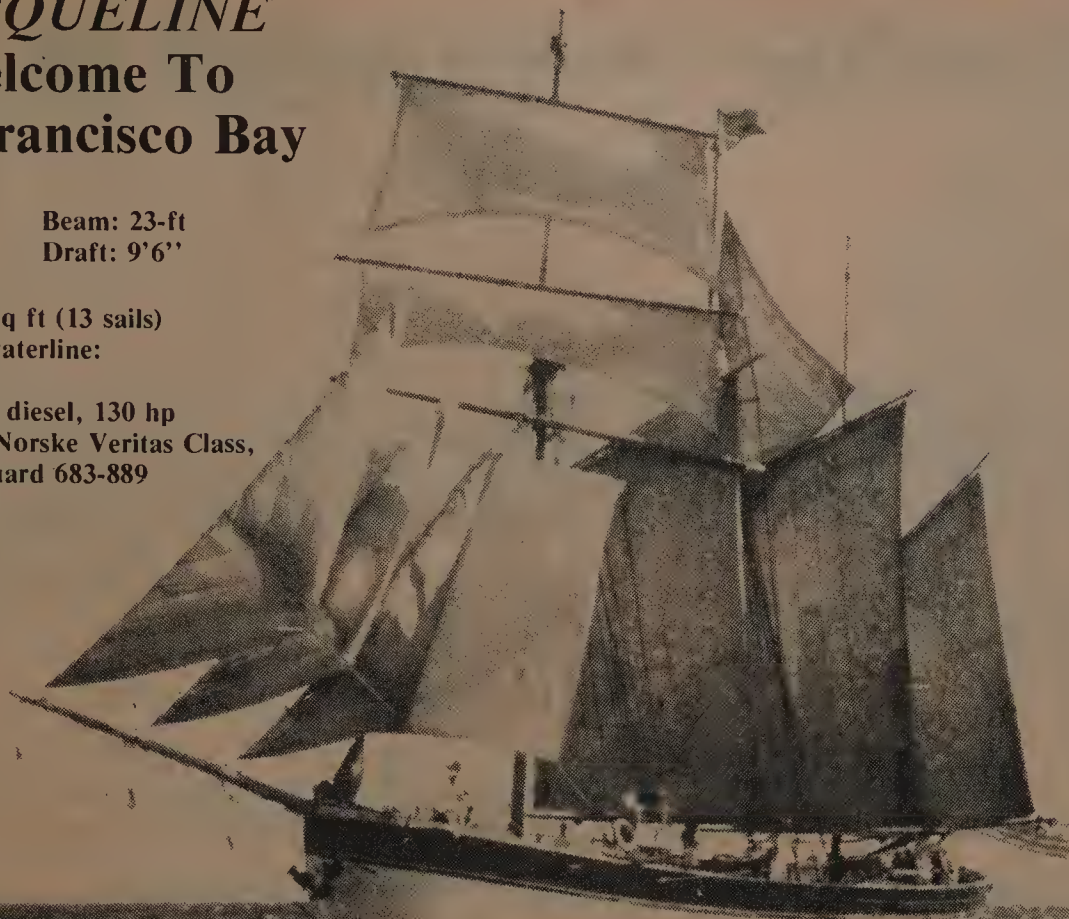


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JACQUELINE Welcome To San Francisco Bay

LOA: 120-ft Beam: 23-ft
LOD: 98-ft Draft: 9'6"
Sail Area:
 approx 5,700 sq ft (13 sails)
Top mast over waterline:
 90-ft
Engine: Callesen diesel, 130 hp
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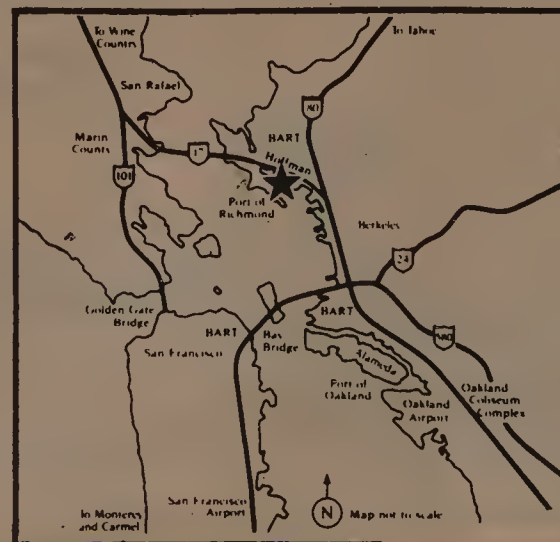
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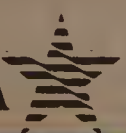
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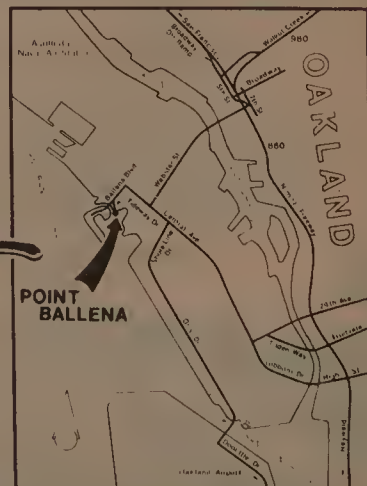
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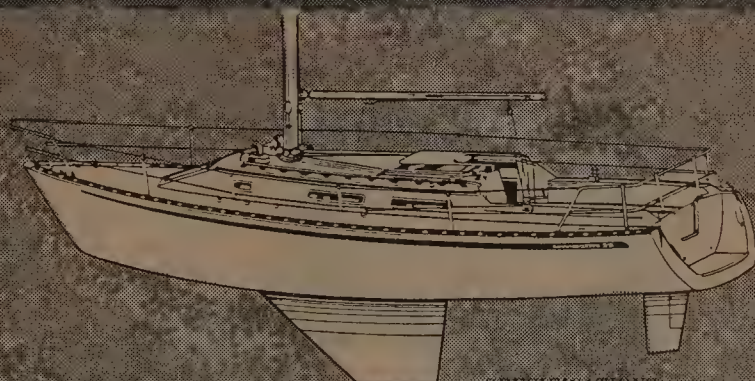
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MYC Challenge: 100 New Members By Perth '87

CAVALIER 35

...a no compromise,
custom production,
performance cruising yacht,
perfect for charter placement.



SPECIFICATIONS

Length O.A. 30.6m 100' 6"
Length D.W.L. 28.1m 92' 4"
Beam 3.31m 10' 10 1/2"

Draft 1.8m 5' 11"
Displacement 4727kg 10,300lbs.
Ballast 1953kg 4,300lbs.

Brokerage

SPENCER 53 1974 Unbelievable equipment list. This boat has done several offshore voyages. Call for full specifications. Asking **\$142,500**

LANCER 40 1984 Cent... Roller furling main... ask and holly sole, VHF... ing winches, propane... \$85,000. Will... er. Reduced, **\$75,000.**

ERICSON 38 1981 North sails, Combi instruments, Universal diesel, Barent winches, refer. Divorce sale **\$75,000.**

LANCER 37 1984 Af... cruising sloop. All re... propane stove, three p... elements, electric windlass. ... ew, must liquidate will ... any offers. Reduced **\$75,000.**

LANCER 36 1982 full compliment of sails including genieker. Diesel power, wheel steering, Kenyon system. Absentee owner must sell. Asking **\$49,900.**

ERICSON 35 1983 North sails, roller furling jib, dodger, Barents, diesel. This boat has had very little use. Owners business commitments dictate this sale. A great opportunity.

ISLANDER 30 MK II 1974 Well equipped local boat in clean condition. Two boat owner must sell this boat! Asking **\$34,500.**

LANCER 28 1984 Used once **20,500/offers.**

CATALINA 27 1972 Two boat owner asking **\$14,500.** Any offer considered.

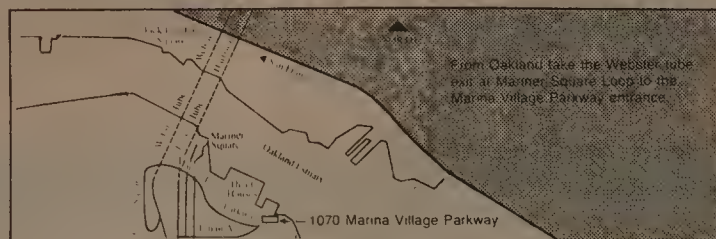
LANCER 27 POWERSAILER 1984 First time on the market. This boat is in very good condition. Great Bay Sailer.

LANCER 25 1984 Clean and well equipped. Owner bought larger boat. **\$22,500.**

Marina

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77 Catalina 25	\$15,500
80 Catalina 25	\$15,500
84 Catalina 25	\$15,000
75 Cal 2-27	\$23,800
75 Cal 2-27	\$24,500
79 Catalina 27	\$20,000
71 Catalina 27	\$13,000
80 Catalina 27	\$23,000
75 Catalina 27	\$17,500
78 Catalina 27	\$15,500
78 Catalina 27	\$18,500
81 Catalina 27	\$23,000
78 Nor'Sea 27	\$40,000
74 Seaarer 29	\$12,000
72 Alberg 30	\$28,000
80 Catalina 30	\$34,500
75 Catalina 30	\$28,000
76 Catalina 30	\$26,000
77 Catalina 30	\$28,000
82 Catalina 30	\$35,900
80 Catalina 30	\$35,000
82 Catalina 30	\$38,000
83 Catalina 30	\$38,900
76 Fiji Ketch 35	\$69,000
76 Yorktown 35	\$59,000
82 Frers F-3	\$115,000
78 Islander 36	\$67,000
73 Columbia 45	\$139,500
79 Morgan 46	\$150,000
77 Gulfstar 50	\$149,000

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85 Capri 22	\$10,400
70 Bristol 22	\$6,900
73 Catalina 22	\$5,900
76 Catalina 22	\$6,200
80 Macgregor 22	\$4,400
69 Bahama 24	\$7,800
63 Cheoy Lee 24	\$10,000
69 Coronado 25	\$8,100
80 Catalina 25	\$13,900
71 Vadar Holland 25	\$16,000
69 Ericson 26	\$10,995
69 Folkboat 26	\$18,000
70 Folkboat 26	\$14,500
76 Ranger 26	\$14,000
73 Catalina 27	\$17,900
75 Catalina 27	\$17,500
77 Catalina 27	\$18,500
78 Catalina 27	\$19,900
84 Catalina 27	\$27,800
72 Coronado 27	\$14,900
75 Cal 2-27	\$19,750
77 Cal 2-27	\$26,900
72 Ericson 27	\$24,000
73 Ericson 27	\$23,800
76 Cascade 29	\$27,500
74 Cal 3-30	\$27,500
82 Capri 30	\$28,000
81 Catalina 30	\$33,000
69 Ericson 30	\$27,500
79 Pearson 32	\$55,000
85 NautiCat 33	\$94,950
71 Columbia 34	\$30,900
71 Finnsailor 35	\$39,950
72 Islander 36	\$55,000
72 Columbia 50	\$90,000

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Sabre 32



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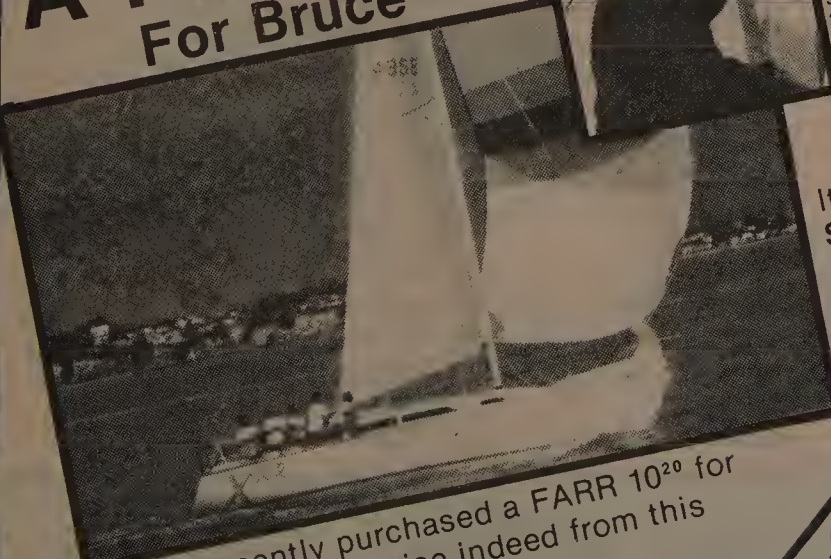
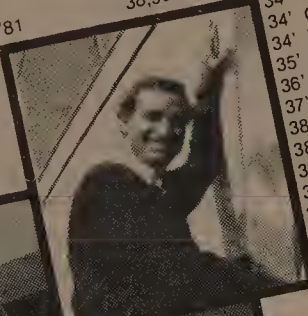
With her three separate cabins and berths for eight, the **SABRE 32** offers an exciting alternative to more traditional yachts. “Maximum cruising amenities” Yachting; “Sabre 32 ... the little things mean a lot” Sail.

Jed and Robbie Orme, proud owners of a **SABRE 32**, and Presidents, San Francisco Bay Sabre Owners Association.
“We spend almost every weekend on our boat. Sabre's are so well thought out, we are very comfortable. When sailing, her performance is fantastic, no matter what the conditions are on the Bay. We love our Sabre.”

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Santana, '67	4,000	26' Pearson Commndr	8,800	30' Cal 2-30, '68	22,000	40' Lady Helmsman	55,000	40' B MkIII yawl '77	172,000
Santana, '66	4,990	26' S-2 7.9, '82	21,500	30' Cal 3-30, '74	31,500	40' Hincley, '63	95,000	40' B MkIII yawl '75	148,500
O'day, '78	12,000	27' Cal 2-27, 3 frm	23,900	30' Ericson, 2 frm	23,500	41' Islander, '77	83,000	40' B MkIII (2) frm	155,000
Bear, '49	8,200	27' Catalina, '71	13,500	30' Fisher, '76	54,500	41' Cooper, '81	127,500	40' B MkIII sloop '78	188,000
Buccaneer, '74	5,500	27' Ericson, '73	25,000	30' Hurricane Slp, '47	34,900	41' Rhodes, '60	58,000	40' B MkIII sloop '75	157,500
4' Islndr Bahama	7,900	27' Ericson, '80	20,000	31' Cal, '79	45,500	43' Schooner, '79	95,000	40' B MkII yawl '75	142,500
24' J/24, '79	9,500	27' O'Day, '73	15,000	32' Columbia, '77	38,900	45' Lancer, '83	185,000	40' B MkII yawl '74	139,500
24' Laguna, '80	14,250	28' Columbia, '69	26,900	32' Ericson, 2 frm	27,900	47' Garden Vgnd	72,000	40' B cstm yawl '71	140,000
24' Meridian, '64	16,950	28' O'Day, '79	26,900	32' Cutter, '29	19,900	48' Mapleleaf	98,500	40' B cstm yawl '70	125,000
24' Nightingale/trlr	3,900	28' San Juan, '79	32,000	32' Valiant, '77	69,950	50' Gulfstar, '79	139,500	40' B cstm yawl '69	98,000
24' Venture/trlr	21,000	28' Spirit 28, '79	17,800	33' Cal, '73	35,900	50' Gulfstar, '77	189,000	40' B yawl '69, refit '84	115,000
25' Cal 2-25, '79	5,000	28' Cal, '67	26,000	33' Ranger, '74	38,500	51' Challenger, '73	175,000	40' B cstm yawl '65	139,000
25' Ed Monk, '47	5,000	28' Pearson, '76	28,500	33' Windward, '47	21,500	51' Siltala, '83	149,500	40' B cstm yawl '63	125,000
25' Pac. Clipper	13,500	29' Gulf, '81	21,950	34' Coronado, '69	34,950	52' Columbia, '72	220,000	40' Bermuda's, '63-'78	10,000
26' Chrysler, '77	10,500	30' Cal, '70	38,900	34' O'Day, slp, '82	59,950		375,000		
26' Columbia MkII, '70	19,950			34' Wylie, slp, '80	55,000		150,000		
26' Ericson +, '82	10,900			35' Cal, slp, '80	71,500				
26' Columbia MkII	13,500			36' Islander, '71	42,500				
26' Pearson, '75	11,500			37' Flying Dutchman	63,000				
26' Ranger, '76				38' Downeast, '78	67,500				
				38' Ericson, '80	137,500				
				38' Farr, '83	88,200				
				38' Farr, '80	88,000				
				38' Morgan, '78	87,500				
				38' Elvstrom M/S, '79	75,000				
				39' Ericson, '71	55,000				

A Farr 10²⁰ For Bruce



Bruce Farr recently purchased a FARR 10²⁰ for his own use — high praise indeed from this world reknown yacht designer.

Catch One-Design Fever

It's contagious! One Farr 10²⁰ is getting ready for the Singlehanded TransPac, another, for the Cabo San Lucas Race, several others for PHRF racing on the Bay. They have One-Design Fever — Catch It! Special pricing makes it hard to be immune — take advantage of the cure. Over \$6,000 off racing package before May 15th.

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12 (7/16)	3	757	758	56.00	23.00
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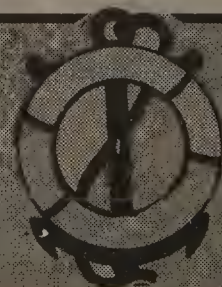
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LETTERS

□ CONFESSION TIME

We are bareboat charterers. It is hard to admit this publicly, especially to so many cruising sailors who are planning to rid themselves of home and property so they can breeze around the world on their *Endless Summer 42's*, or whatever.

While it may be a higher plane of living to milk-run the Pacific or challenge the Horn in one's own vessel, we who must do our cruising in rent-a-yachts, seem to be considered un-persons, or, more pointedly, un-sailors.

Your far-flung correspondents report that formerly idyllic anchorages are now clogged with (ugh) charter boats. They implore us to visit the Elysian Islands soon, as a charter outfit is starting up business.

It is not true that a bareboat skipper is, by definition, a hazard to navigation, with a Laurel and Hardy crew. It is also not to be assumed that any cruising area frequented by bareboats is therefore so culturally polluted as to be not worth visiting. Bareboating may not be the perfect way to go, but it sure beats not cruising at all.

In the last few years, various friends have flown with us to places where the sailing is great: Scandinavia, Maine, the Canadian Gulf Islands, Hawaii, the Leewards and Windwards. We've tackled North Sea storms, run the passes of British Columbia, raised St. Barts after a night's reach from Nevis, and anchored in St. Georges, Grenada. Not exactly globe-girdling voyages, we admit, but we've seen some fine sights and made new friends.

Many fellow bareboaters are first rate sailors who manage their vessels smartly, without yelling. Unfortunately, the other kind also exists. Too often they are mishandling a yacht which looks exactly like yours. We once cleared out of a pretty little bay in Mayreau when a group of Texans barged in. They may have been competent, but they were just too loudly Texan for us quiche-eaters to bear. On the other hand, we would gladly be shipmates with many of the folks we met along the Maine coast last summer. Some crowded anchorages aren't so bad, either: lots of French boats hang out around the Tobago Cays in the summer; their crews, naturally, go *au naturel*.

We are now planning our third long trip to the Caribbean. Our idea this time is to organize a couple of non-affiliated flotilla cruises of two or three weeks each. The fleets we have in mind would consist of a few bareboat yachts (Beneteau 37, 43, 51's from The Moorings Yacht Charters), sailing in very loose company through the Windward Islands, from St. Lucia to Martinique, Bequia, the Grenadines (including the Tobago Cays), and perhaps Grenada. We envision that Bay skippers ready to try some ocean sailing will take on others ready for a new adventure. Sort of a non-profit, do-it-ourselves Club Med for couples, singles and friends who want an active vacation afloat.

As lead boat, we would provide guidance where needed. For example, we know what reefs, rocks, restaurants and rip-offs to avoid. We also know a number of terrific places which should not be missed. Otherwise, it will be the same old wonderful stuff: trade winds, exquisite harbors, snorkeling, exploring, parties on the beach. Most of all, we want to see if we can put together people who love the sea and want to cruise. Despite the inferior status, bareboat sailing can be as romantic and rewarding as in your own yacht. At least we pretend that it is. Anyone interested in joining us for this summer's venture can call Robert or Jean at (415) 346-3706. We'll show you our pix.

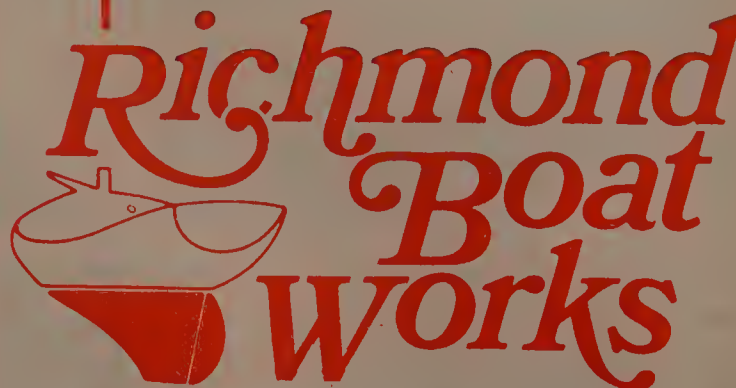
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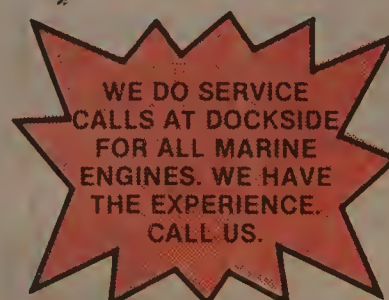
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Marina Village Profiles: Chris Kafitz



"I waited for the berths at Marina Village to be completed because it's a well-designed, easily accessible marina, and it's close to my yacht club. It's also a very friendly place with a lot of camaraderie."

Chris Kafitz
Fleet Captain, Merit 25, One Design Association
YRA, SYRA and ODCA delegate
Encinal Yacht Club member
Master Mariners Benevolent Association

Like any competitive sailor, Chris Kafitz has a high set of quality standards for her crew, her boat, and her marina. After visiting a number of marinas in the East Bay, she chose Marina Village for her Merit 25, "Equity."

"I've been at a lot of marinas in the Bay Area, and Marina Village is among the best. It's designed with the boat owner in mind. The dockside amenities are practical and convenient. The shower and restroom facilities are clean, and there's a telephone close by. The entire marina is very well-maintained."

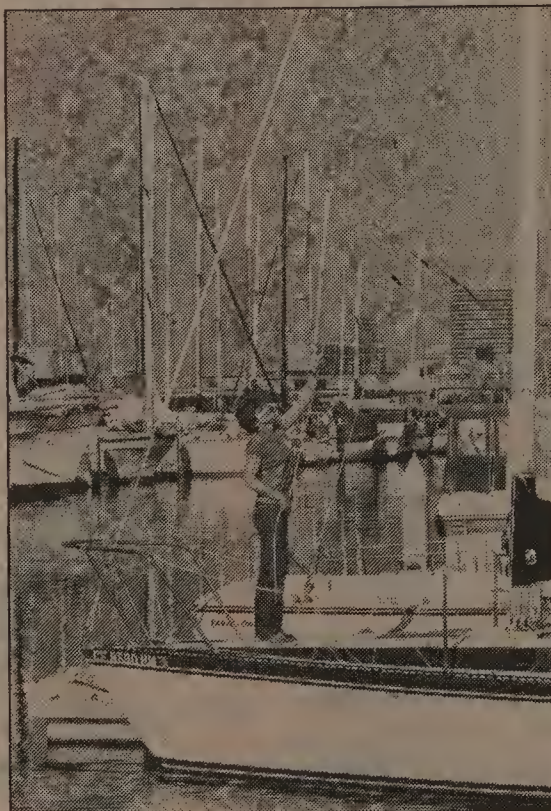
"The concrete fingers on the berths are a great feature. They're non-slippery, easy to keep clean, and they're very stable. They really make a difference. The other individual dockside features really make it a functional and attractive place to berth."

Chris also considered location in deciding where to berth her boat. As an avid racer as well as recreational sailor, it is important to have her boat in a marina that is easily accessible for crew members and friends.

"Marina Village is in a central location for anyone. It's 20 minutes from San Francisco, just a little ways from the South Bay, and it's perfect for the East Bay. It's got great accessibility, whether you're inviting your crew over or just getting together with friends to scoot around."

Being in the estuary has been an added bonus for Chris, especially during racing season.

"I find being in the estuary an advantage, and so do many of my fellow sailors. When you have a race, say on the Olympic Circle, it gives you a chance to brief your crew, plan strategies, get your boat rigged, and slowly work up to the race. You



can relax before you get into heavy weather, and you can practice on the way. You also have time to celebrate and tell tall tales on the way back."

Chris' active racing schedule doesn't keep her from enjoying the many other benefits of Marina Village and the Oakland Estuary.

"This is one of the few places in the East Bay where you can take a few people sailing, stop at any number of restaurants, have dinner, and then sail on again. There are three yacht clubs nearby and several marinas where you can guest dock. And the weather here is great. In the summer it's generally ten degrees warmer in Alameda than in other parts of the Bay. You can often go sailing in shorts till midnight. You can't do that anywhere else in the East Bay."

Join Chris and the other discriminating boat owners who have chosen to keep their boat at Marina Village. Call Foster Goodfellow, Harbormaster, at 521-0905, and arrange for your personal tour of the marina facilities. Or drop by the Harbormaster's office at 1070 Marina Village Parkway, Suite 208, Alameda, CA.

Easily accessible from anywhere in the Bay Area, Marina Village is located in Alameda, just two minutes from the Webster Street Tube.



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LETTERS

□RIGHT ON THE MARK

Latitude 38 doesn't say too much about the Delta — but I can read *Letters*, *Sightings* and *Changes* and dream about those places.

The reason for this note is to tell Harold Tyvoll to quit worrying — you have a replacement for his subscription — mine! Your comments on Rose Bird and voodoo justice are right on the mark. It's great to hear an editor who has a mind of his own and will say so!

I don't care if I get that t-shirt (medium), just keep up the good work.

Lynn Miller
Lodi

□ARGO, WHERE GOEST THOU?

Perhaps one of your readers can help me. I came across a terrific table support mechanism on a friend's boat. It was made by Argo Enterprises of San Francisco about six years ago. It is a bent aluminum tube, three inches in diameter, and secured to a mounting surface about 15 inches from the cabin sole. The arrangement pivots on a bearing mounted in the cabin sole. I believe it was called the Spacesaver, and my little sloop must have one.

I can't find hide nor hair of Argo Enterprises, and local chandleries can't help. Does anyone out there know what happened to Argo or where the Spacesaver may be bought? I could fabricate from plans, if I could find them.

Call Ron on (415) 464-3248 if you can help.

Ron West
Alameda

□ANYONE SEEN OUR ADOPTED 'SON'?

This is an appeal to readers of *Latitude 38* cruising in the Pacific who may have seen or know the current whereabouts of our beloved 'adopted' worldsailing son, Topper Hermanson. We lost track of him two years ago when our Christmas letter to him was returned from Jacksonville, Florida with no forwarding address.

Between the years 1958 and 1966 I sailed my 28-ft cutter, *Luane* around the Bay Area and finally to Kauai where I have lived since. I sold *Luane* to Topper in Kauai in 1968, from where he started his long cruise to Boston by way of Tahiti, Fiji, New Zealand, Australia, the Seychelles, South Africa, Barbados, Florida, and New York.

After visiting his family in the Boston area, he and his wife, Barbara, and son, Chance, sailed back down to Deltasville, Virginia. There he sold *Luane* to a fellow from Annapolis (where to my knowledge she is still berthed) and operated a small boatyard. Shortly after that he moved moved to Jacksonville, Florida and operated another small boatyard where he began building steel boats to Colvin designs.

One of the boats he built was for himself, the 45-ft cutter, *Christian Bhoomerwhich*, which he intended to sail to San Francisco prior to starting another world cruise from Kauai.

We have heard nothing from him since and are afraid he may have met with some accident at sea or have gotten into trouble with drug smugglers along the Mexican coast.

We would be very grateful to hear from any yachtsman who may have crossed paths with Topper recently. We can be reached by mail at 6375A Poo Road, Kapaa, Hawaii 96746 or through *Latitude 38 Letters*.

A.T. Lundgren
Kapaa, HI

□THROWING UP

In the story *Shipwrecked in Paradise* from your April issue, I read, "... he was kept constantly busy throwing up or taking off sail ..."

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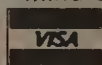
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For More Information

on the New TASHIBA-31 and 36 or for an appointment to inspect a PANDA-34, PANDA-38 and TASHIBA-40 (aka Panda-40), call Bill Stennis at (415) 232-7778.

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*24' Stone Horse, '77	\$17,900.
*30' Islander, '77	25,900.
30' Bristol 29.9, '79	39,750.
30' BABA-30, (3) in Seattle	52K to 68K.
30' Ericson, '69	28,000.
35' BABA, PH, '80 in Seattle	72,000.
36' Islander, '74	59,500.
*36' Islander, '80	89,000.
*36' Alden, wood, '54	19,900.
37' TAYANA '37 cutter, '81	87,750.
38' Downeast cutter, '75	79,900.
38' Morgan, '83	119,000.
40' PANDA-40 cutter, '82	157,000.
40' PANDA-40 cutter, '81, in Seattle	115,000.
40' PANDA-40 PH, '82, in Seattle	134,950.
46' Clipper, wood, '75, in Seattle	98,500.

POWER

*42' Grand Banks-42, wood, '71	125,000.
*26' Nordic Tug, '84	59,750.

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LETTERS

I've seen a sailor throw up a breakfast, but never a sail. How high did he get it?

Bill Omberg
Redondo Beach

Bill — All the way to the top of the mast.

□ CLARIFICATION NEEDED

I checked the current and tide tables for a short cruise in May in order to find the best time to sail out the Gate. Imagine my consternation at finding Pacific Standard Time in May and all the summer months.

I called Rich Warwick, harbormaster at the Richmond YC, (I had his tide table), to ask for a clarification — is it mislabeled and the hours right? Or is it correctly labeled and the hours wrong?

I wished Rich a happy day, hung up the phone and figured there are going to be a heap of confused racers, cruisers and tug boat captains (Red Stack tide tables are the same) come April 27th.

E. Walton Kirk
Walnut Creek

E. Walton — We'll bet that if you look closely at your tide table you'll find the words: "For Daylight Savings Time, Add One Hour". That's how it's always been with the tide tables we've used.

□ A DIFFERENCE OF SIX FEET

In your last issue you made some comment about Jimmy Buffet owning a Cheoy Lee Offshore 42. If senility hasn't gotten me yet, I recall that he had an Offshore 48. The boat was pictured on one of his albums — I think *Son of a Son of a Sailor*. But since I only have the cassette now, I couldn't verify it.

After that I believe he bought an Alerion 26, which was pictured in an ad in *Wooden Boat* and was mentioned in an article for *Motorboating & Sailing*. I think it was the *Savannah Jane* from St. Bartholomey.

Buffet, according to his fan club newsletter, *Coconut Telegraph*, is currently working on an article for *Wooden Boat*. Since the Alerion is cold-molded, that makes sense.

I love your publication enough to have subscribed so as to avoid missing any issues.

Scott Keys
Carlsbad

Scott — We think you are right about the 48-foot length, but we think it was the clipper rather than offshore model. As for the Alerion being in St. Barts, that sounds correct; Buffet's got a big house on the top of the hill there, and Gustavia is home to the Cheeseburgers in Paradise joint. Having tasted one of the "over 56,000 made", we can say the burgers are pretty darn good.

□ WHAT'S THE PROBLEM

February 18, I attended a PHRF meeting in Long Beach where the board was to decide whether or not to cancel the rating of the new Winged Moore 30. This was of obvious interest to me as I am the manufacturer. Accompanied by naval architect Gary Mull, we sallied forth to find out: "What's the problem?"

All Gary and I were able to learn was that the committee would not give us a reason for not rating the Moore 30. No rule infraction that we could rectify, no complaint, nothing — other than unfounded rumors and the fear of liability.

Earlier in the day the boat had passed the MORC righting test, conducted by Southern California measurer and naval architect, Shad Turner. The Winged Moore 30 had previously passed a similar

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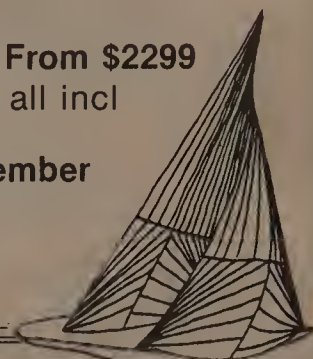
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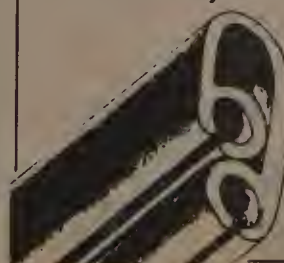
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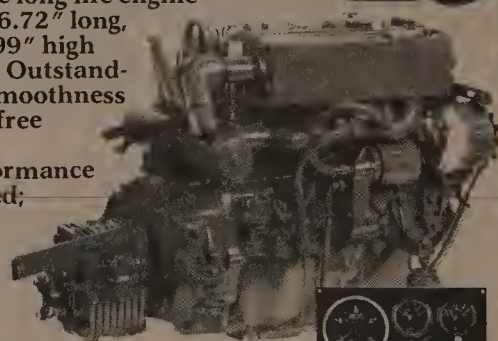
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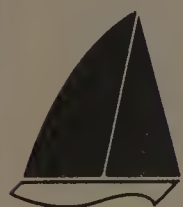
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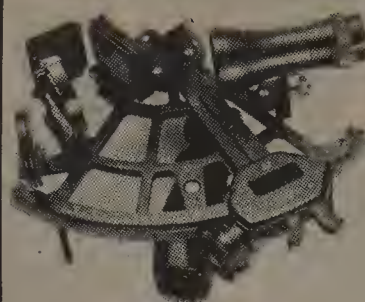
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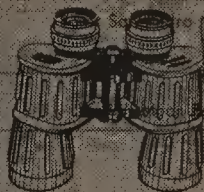
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LETTERS

test in Northern California, a test conducted by Gary and I. We felt there should be no question of safety as the boat easily passed the MORC test which allows many small boats to ocean race.

The PHRF board's line of questioning immediately turned to the warning plaque we placed on the boat. The warning is intended to make potential buyers understand that if the boat turtles it may stay upside down. We felt this was the honest approach and yet would not instill general fear into the perils of sailing.

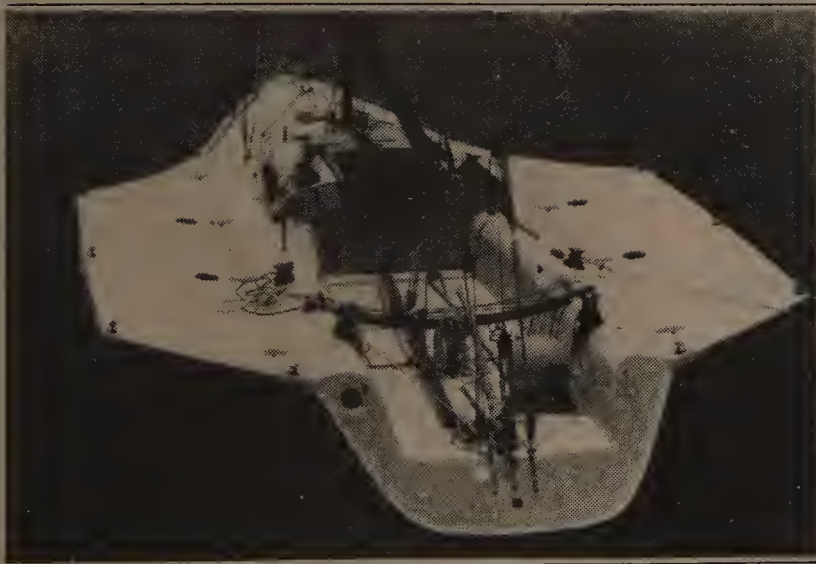
The fact is that the Board misinterpreted the warning plaque to mean the boat is unsafe. It's my feeling that the board felt that neither Gary or I were willing to stand behind the design as being seaworthy.

Gary Mull explained that if taken past 90 degrees, many IOR ocean racing yachts will turn turtle. The ability of a boat to stay turtle after a 90 degree knockdown does not prove or disprove seaworthiness as interpreted by the IOR.

Numerous times during the meeting, the board used rumors of the Winged Moore 30 taking knockdowns and referred to them as capsize in spite of the fact that the boat has never capsized — if defined as having turned turtle. On each incident I explained the situation as consistent with sailing conditions that give all sailboats a reasonable amount of trouble. The Winged Moore 30 acted no differently than any other seaworthy sailboat being pushed by competitive sailors when racing.

The Moore 30 has proven to be very strong and seaworthy, to have a balanced helm and be ultrasensitive, and not any more difficult to handle in a knockdown than other boats (as shown by the MORC self-righting test). When equipped with flotation bags it becomes buoyant in all modes. So what's the problem?

After we were dismissed, one person in the panel followed us out



The Winged Moore 30.

into the lobby. We began to talk about what went on in the meeting. He said the problem was that "for the last six months we have been hearing that we are all going to lose our houses" because of liability.

The questions that come to my mind are: Is PHRF a safety committee? Are they responsible for participants safety? Are the panel members personally liable?

If the answers to the above questions are 'no', it would seem that the Moore 30 isn't the problem at all. The crux of the matter is that if they are liable for safety, they should concern themselves with a multitude of poorly maintained and poorly crewed boats that have been rated.

By cancelling the Winged Moore 30's rating, the PHRF committee has made it impossible for me to sell the boat. The livelihood of my dealers, Gary Mull, my employees and myself are seriously hurt by a

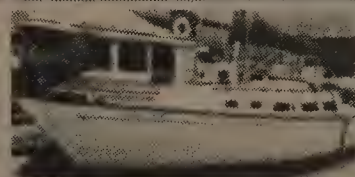
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ENGINEERING THE HUNTER 34

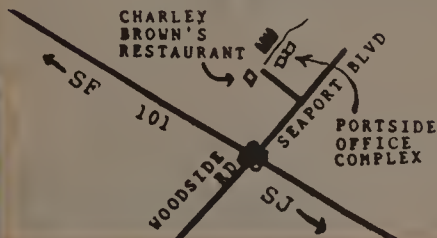
Like all Hunter sailboats, the new 34 offers an unparalleled list of amenities for complete comfort and convenience — from the large cockpit with pedestal steering to the spacious seven-berth cabin.

But the Hunter Design Group has also incorporated a number of engineering improvements which have created a craft of greater reliability and enhanced performance for cruising and racing.

We've bonded a full length internal frame and stringer system of uni-directional fiberglass directly to the hull to increase its stiffness without adding weight. The chainplate is brought through the deck in one penetration, creating more interior space and minimizing deck clutter. The load of the chainplate, and other loads normally borne by the hull, is carried by the internal frame and stringer system.

This new structural system has also created abundant interior space for a fully equipped galley, fore-and-aft-facing dinette, a head with shower, a chart table, spacious stowage and berths for seven.

As the finishing touch in creating a more exciting sailboat, the Hunter Design Group has created the hull of the 34 for maximum speed under all conditions, with special emphasis on upwind performance.



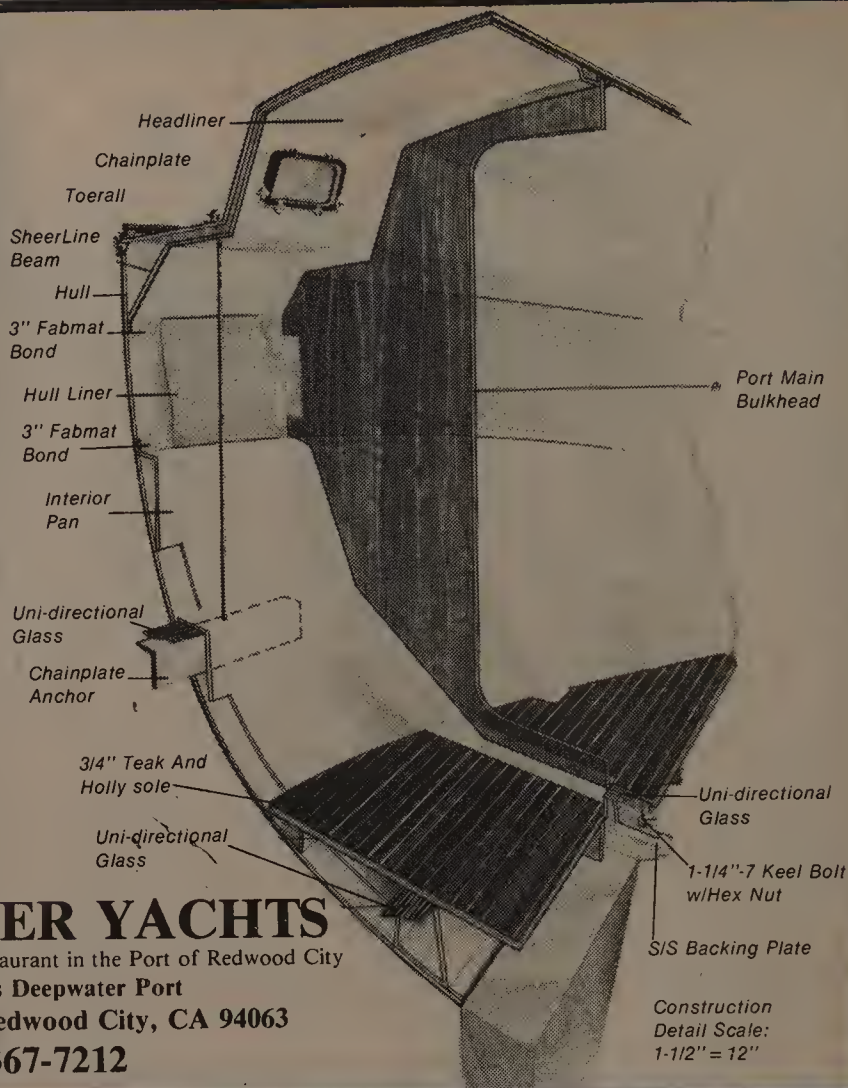
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Thanks, and please, give us a call ...

JEE

LETTERS

bad rap. In my opinion, the panel must realize their error and rate the Moore 30, allowing it to race in races that other small boats are allowed to race in.

Ron Moore
Santa Cruz

Readers — According to Moore, the plaque on the Winged 30 reads as follows: "This vessel is for use as a high-performance, lighted-ballasted daysailer, and in case of a knockdown or capsize may be impossible to right. Crew and guests are at their own risk of use."

Moore further explained that the boat has a PHRF rating of 30 in Santa Cruz and 42 in Houston, and that ultimately the PHRF committee in Southern California gave it a rating of 30 — but restricts the use of the design to Category Four races, which are sailed by boats such as 505's.

The Northern California PHRF committee has declined to rate the boat.

Can PHRF panel members be held liable if there is an accident? Under California law, persons, businesses and organizations with assets worth picking over are in some way liable for every bad thing that happens. Persons, businesses and organizations with few assets are never liable for anything. Thus some PHRF board members are liable for accidents while others aren't; it wouldn't be fair any other way.

□ THE FOURTH BIGGEST LIE

I'm writing in regard to Carol Williams' response on the Richardson Bay Regional Agency controlling Richardson Bay.

I anchor in Richardson Bay on occasion. While I would like more dinghy space, I'd rather walk to shore than have more bureaucrats telling me what I can and can't do.

As for providing me assistance and facilities, I say keep your damn government hands out of my pocket and I'll help myself.

P.S. I'm sure you've heard the three biggest lies . . . well, now there is a fourth lie. It's, "I'm from the government and I'm here to help you!!"

Bruce Mattern
Synergy of Richmond
San Jose

Bruce — The RBRA has made some changes to the original proposed regulations. See this month's Sightings for a review of them.

□ WHAT HAPPENS?

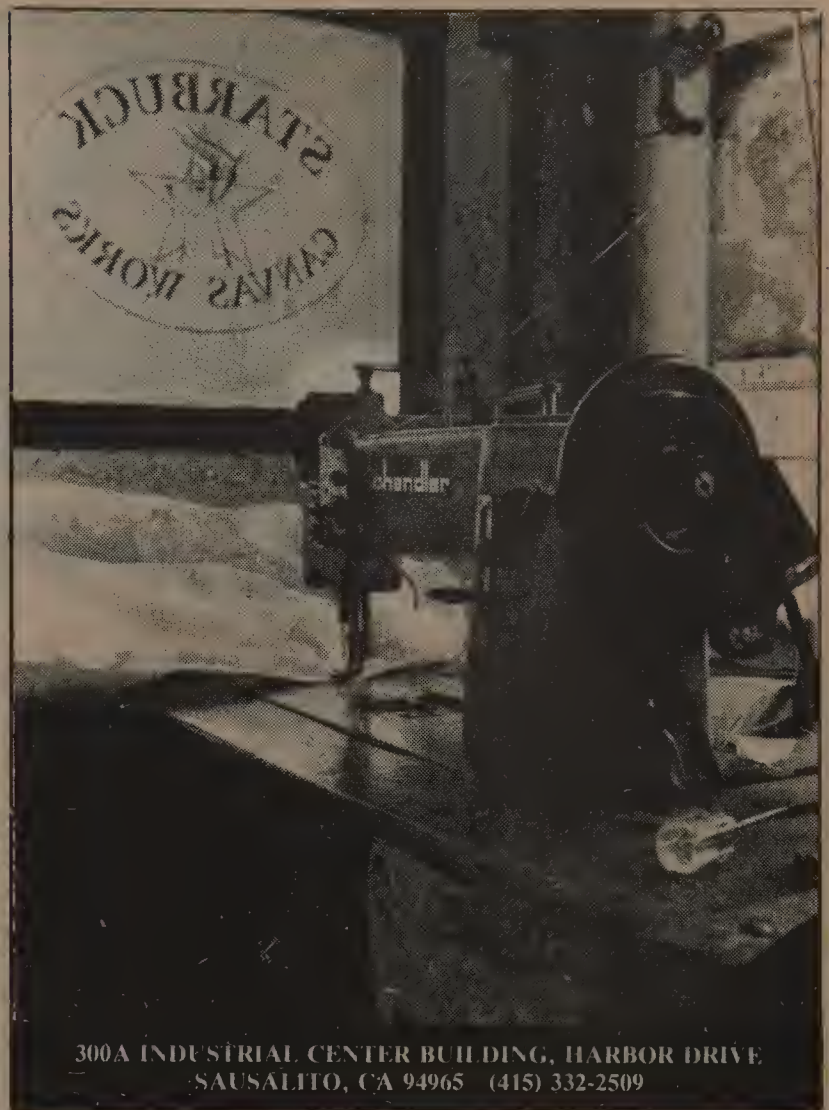
The button pictured on page 179 of your March issue says it all! Please tell me where I can get 10!

Les Schmidt
Skipper, *Star Chaser*

Les — You can get the 'Shit Happens' button directly from us at a cost of \$75 each. But if you're smart, you can track down a button maker and have them done for much less.

□ FALSE ADVERTISING

The back issues of *Latitude 38* arrived some time back and I have been reading them in reverse order. Yesterday I came across page 46 in the January 1986 issue, where there was a yacht buying guide edited out of Kowloon, Hong Kong. I was interested in its contents, for it seemed to provide some of the answers to questions I had been wondering about, especially concerning the boat building and marketing of boats in the Taiwan yards.



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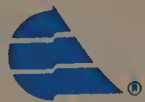
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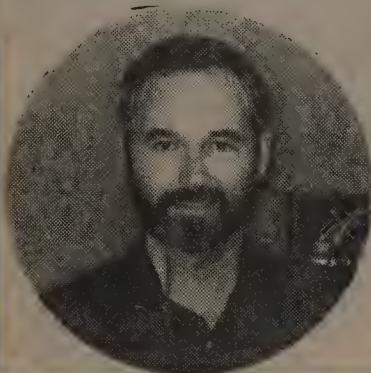


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LETTERS

However, the full-page ad did not appear in any subsequent issue of *Latitude 38*. Here is a puzzle that must have an answer somewhere. Can you tell me if *Latitude 38* had any reason for not accepting this ad after the January issue? If the contents of the guide were accurate and up-to-date it did appear worth the price to many boaters, but the absence in later issues made me suspicious that all was not what it was supposed to be. Did any agency of the government step in for false advertising, mail fraud or other facet of deception? Did *Latitude 38* find anything fraudulent or misleading about this guide?

Clifford Koester
Electric City, WA

Clifford — You're being too suspicious. We got a review copy of *Smart Yacht Buying Guide* and found it to be fascinating! We virtually never write book reviews, but we thought this book was so interesting that we made an exception. Unfortunately, we never had the editorial space to run the review.

In another letter, you wrote asking if we had the full Taiwan address of Hansa Yacht und Schiffsbau, which you understand to be the company that molds Hans Christian hulls. Not only do we not have their address, we never heard of them. We do know, however, that the head of Hans Christian was interviewed in the *Buyer's Guide* and we wouldn't be surprised if there wasn't a long interview with the foreman of Hansa also. While the *Guide* is all about Taiwan boat yards, we think it's an excellent book for everyone interested in buying any kind of boat.

Incidentally, if you think the *Smart Yacht Buying Guide* is going to tell you that going to Taiwan to have your own boat built is a fantastic idea, you have a couple of hundred pages of reading ahead of you.

□ THE TALE OF TWO CITIES

During Easter week, Cabo San Lucas was like walking through the pages of *Playboy* magazine. Sea of Cortez Race Week at Isla Partida was like sailing through *Penthouse*.

The major difference seemed to be the ages of the girls. At Cabo their common retort was: "Well, my parents don't really trust me." At Race Week, they were the parents.

After La Paz we scuba and snorkeled our way up to Mulege and Baja's only navigable river. It may only be navigable by dinghy, but the change to green jungle scenery is sure welcome.

You get so tan down here that bodies blend in with the barren, brown background. What are those two white globes bobbing out by that rock? They're not buoys — quick guys, let's check it out!

Rock Swanson

Tsunami, San Diego

H.E. Heed, San Francisco

Joe Nobley, Norfolk VA and La Paz

□ MUSTARD STAINS

I have a sandwich shop and deli in Vallejo. Although we are not a marine store, our customers include folks from Mare Island Naval Shipyard, California Maritime Academy, members of the Vallejo YC and many sailors. All these people know I always have the latest issue of *Latitude 38* — which in Vallejo is not that easy to find.

So needless to say, my issue always manages to disappear in a few days. Seeing Annette Haven's buns mustard stained in the March issue really steamed me, too.

Seeing the need for your magazine in my shop, I would be more than happy to distribute *Latitude 38*'s. I'm looking forward to some mustard free issues soon!

P.S. Next time you're in Vallejo, stop in for a sandwich experience



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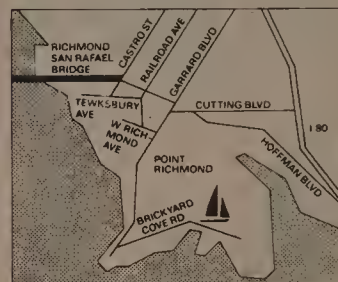
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LETTERS

you'll never forget.

Christopher Cammarata
Cammarata's Deli
Vallejo

Christopher — We'll see that you get a bundle of 25 each month.

☐ 49'ERS TO 38'ERS

That was a most interesting and happy-ending letter from Loy Bass regarding his experience with "acute heat stroke". Having experienced this twice; once during football practice in early September in Arizona, later as a World War II fighter pilot in South Pacific, it is, indeed, a bad scene.

Of greater interest was the help he was given by the brotherhood of yachties. Too often we read about some people being mugged, or worse, and others just going on their way, 'not wanting to get involved'. Obviously, this, it seems, doesn't apply to yachting folks. Also, I am certain it is not confined to just those from the San Francisco area.

Finally, the "Dr. Lloyd" is Dr. Lloyd Milburn. Lloyd is 'sorta retired from his surgery practice' at St. Mary's hospital in San Francisco. He and his wife, Jeanne, are off for a two to three year cruise on their Valiant 40, *Mariposa*. Some may remember Lloyd as the 49er's team physician for many years.

We received a letter from them two days ago, en route to Costa Rica. While Lloyd's handwriting is about the same as any doctor's writing on prescriptions, maybe you can make out his reference to treating "several heat fever house calls here and (sic) there".

He also mentioned that Randy of West Marine has been sending each of his store managers down to Mexico for a week of R & R. While there, they take orders for equipment the yachties require and the next guy hauls it down and delivers, then repeats the process. This is one hell of a great service and small wonder West Marine has grown from the hole in the wall in Palo Alto to its present status. I hope he knows how much this is appreciated. Another nice guy; but this one's from Santa Cruz. Lots of nice guys there, too.

Don Broesamle
San Jose

☐ SANTA BARBARA LIVEABOARD SITUATION

The Santa Barbara Waterfront & Tidelands Association is a non-profit association of boatowners and others in the Santa Barbara area who are concerned with the use of the Santa Barbara Harbor and other Waterfront and Tideland resources. The Association was originally formed in the Winter of 1983 when the Santa Barbara Harbor was nearly destroyed by storms and was sanded in for several months. The Association has evolved into a "watchdog" organization with the stated purpose of keeping the public, particularly boaters, informed on issues affecting the harbor and waterfront resources of Santa Barbara.

We have followed with great interest *Latitude 38's* coverage of the "liveaboard" issue as it has evolved in Sausalito and Richardson Bay. We are aware that the State Lands Commission has recently imposed a severe (3% to 5%) limitation on the number of liveaboards allowed in the Berkeley Marina. We have been dealing with this issue in Santa Barbara for the past several years and think that your readers would be interested in developments regarding this issue in Santa Barbara.

The Santa Barbara City Council is about to adopt an ordinance regulating the liveaboard use of boats berthed in the Santa Barbara Harbor. The City's action is in response to an audit of the City's practices with regard to the Harbor and other tidelands conducted by the

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LETTERS

State Lands Commission several years ago. In the audit, the State Lands Commission objected to the number of liveaboards in the Santa Barbara Harbor. The City's proposed ordinance would restrict the number of liveaboard permits available to a total of 100 in a Harbor with approximately 1000 slips. As a result of pressure by our organization and numerous individuals, the City will reach the limit of 100 liveaboards by attrition. That is, all existing liveaboard permits will remain in force until cancelled by the slipholder. As a practical matter, it may take decades to reach the 100 limit. The proposed ordinance imposes an additional monthly fee on those slipholders with liveaboard permits.

For several years we have attempted to obtain from the State Lands Commission its definition of "liveaboard" and a statement of its rationale for imposing limits on the number of liveaboards in publicly operated harbors and marinas. We have never been able to obtain any solid statement of policy from them in that regard. State Lands Commissions staff has stated to me on several occasions that not more than 5 percent of slips in any publicly operated Harbor should be used for liveaboard purposes. It remains to be seen how the State Lands Commission will react to Santa Barbara's 10 percent limit.

It is the feeling of our membership that there should be no arbitrary limit on the number of persons allowed to liveaboard their boats in publicly operated harbors and marinas. We feel that each harbor and marina should be dealt with on an individual basis. We do not disagree with the imposition of an additional charge for liveaboards, provided that it can be demonstrated that the charge is reasonably related to the cost of additional services and utilities required for liveaboard uses. It is also the consensus of our membership that, at least in the Santa Barbara situation, no slips should be dedicated to "houseboat" use. We feel that all liveaboard vessels should be navigable and should be primarily used for their intended purpose, whether it be commercial or sportfishing or diving, or recreational sailing or boating.

We are informed that the State Lands Commission will be conducting hearings in Northern and Southern California later this year to accept public comment on the question of liveaboard uses and limits in publicly operated harbors and marinas. We intend to present our opinions to the State Lands Commission and are very anxious to hear from individual boat owners, boat owners associations, yacht clubs, harbormasters, and anyone else with an opinion on this subject. We believe that the State Lands Commission has imposed arbitrary limitations on the number of liveaboards as a result of its assumption that liveaboards create problems. We believe there is no basis in fact for such an assumption. We hope to convince the State Lands Commission that, in fact, liveaboards provide a valuable security service for marinas and that liveaboard uses are entirely consistent with the public policy factors affecting private use of public resources.

We are prepared, if necessary, to bring legal action to challenge the Santa Barbara ordinance on the ground that it arbitrarily and irrationally imposes a limitation on the use which a private party may make of his private property.

Any persons or organizations similarly interested in this issue are invited to correspond with the Waterfront & Tidelands Association and are urged to make their feelings known to the State Lands Commission.

Waterfront & Tidelands Association
Box 22313
Santa Barbara, CA 93121
David C. Turpin, President

THURS, FRI, SAT, SUN.

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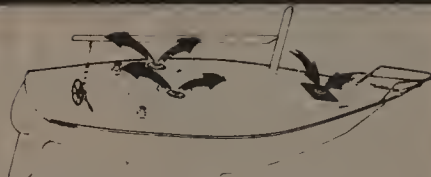
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T-1800	1800	9	900	16-25
T-2500	2500	12	1285	25-30
T-3000	3000	17	1575	30-34
T-4000	4000	25	1960	34-38
T-6000	6000	41	2940	38-44
T-7000	7000	60	3420	44-54
				54-60

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LETTERS

Readers — David advises that if passed the proposed ordinance would go into effect within a month.

WEST WIGHT

If there is anyone in the Bay Area sailing a West Wight Potter, could they please call me before noon any weekday at (415) 897-3941.

John Moss
Novato

IDENTITY REVEALED

In the April *Letters*, a reader asked for the identity of the Twelve Meter, US 24. It was, and is, *Valiant*, which was built for the 1970 Cup defense. According to her current owner, she was the last 12 built of wood and, at 70,000 pounds, was the heaviest.

Valiant is now berthed in the Los Angeles harbor and makes regular weekend trips to Catalina and occasional sails to the rest of



Valiant cruising Southern California.

the Channel Islands.

She is crewed by however many of us boys show up; I was a 'regular' until I moved out of the area. We've made the trip to Catalina with as many as four people aboard in very light wind. Other times the crew has been half made up of guests who have never been sailing before — imagine your first-ever sail being on a Twelve!

Valiant now has an inboard engine, a galley, a head and a minimal interior. The original open area behind the mast has been decked over, the coffee-grinders have been moved on deck and the boom raised for clearance.

I would like to publicly thank the boat's owner, Charlie, for introducing me — and a lot of others — to sailing in 1970, for answering our endless questions and for being at least partly responsible for me having the good sense to take 1983 off work to crew down through Mexico and Central America.

P.S. Anybody in Santa Barbara need a weekend or daysail crew on anything?

Tom LeDuc
5167 San Lorenzo
Santa Barbara, CA 93111

GET THE POINT

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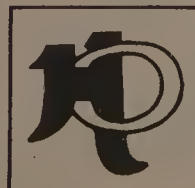
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LETTERS

What does one do when one gets a bit of good press? Why, acknowledge it, of course. Donald Leedy's letter in the February *Latitude 38* provides just such an occasion.

Established in 1946, Point San Pablo YC moved to the end of the Santa Fe Channel, near Point Richmond, in the late 1960's. Since that time, many sailors have visited our quiet waters and warm, friendly clubhouse. But no one has ever expressed their appreciation of our hospitality in quite the same manner as skipper Leedy.

As a club built by members' volunteer efforts, we had been staring at an uncompleted new shower room for several months. None of the members were willing to risk botching up the tile-laying job, and financial resources were, as usual, low. Along comes Donald Leedy, who in addition to being a fine cruiser, turns out to be a great mason. Result . . . we now have a shower room that's a splendor to behold, a new friend, and, as of the March General Meeting, a new honorary member.

A lot has been said about the camaraderie of sailors, where a sailor has been treated to the hospitality of a friendly port. In this case, the sailor brought a whole lot more than he took! So what's the moral? I'm not sure . . . just kind of leaves you feeling good, ya know?

Michael Ransom

Member, Point San Pablo YC

□ MORE ON MERCHANT SHIPS

Being a merchant seaman, I can tell you that there are times when merchant ships do not keep a proper watch. With reduced manning on many of our ships, often the lookout, contrary to maritime law, has to leave his post to go aft to make coffee, call the next watch,



Is anybody on watch?

COMMODORE TOMPKINS

relieve the helm, rig the pilot ladder, etc. Meanwhile, the mate on watch may be busy plotting his position, filing a weather report, or performing some other 'non-lookout' duty. So look out!

But who of us is self-righteous enough to cast the first stone? I have sailed over 50,000 miles on sailing yachts, including the fully crewed gold-platers, and have yet to be on one that kept a proper lookout. I have seen the passage of many a long moment without anyone taking the trouble to go up and see if there was anything on the leeward side of that big jib that was blocking the view. Nine times out of ten a ship is observed out there only because someone has to hang off the lee shroud to take a leak and just happened to spot it.

So let's admit it, for every yachtsman who saved his boat by quick action on his part, there's at least the same number of merchant ships that took quick action to save the yacht. In both cases the other party usually didn't even realize there was a problem.

I trust the editor will withhold my name, as I don't want to admit it,

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LETTERS

either.

A Northern California Sailor
San Francisco

A.N.C.S. — We'll be the first to admit that as a general rule, merchant ships keep a much better watch than recreational sailors — to say nothing of long-distance singlehanders.

□ WE DID ONCE, BUT NOW WE DON'T

Do you happen to have the address of the new sailing magazine in Hong Kong, *Fragrant Harbor*?

Andrew Fleisher
Cupertino

Andrew — They're at 21B Harvard House, 105 Thomson Road, Wanchai, Hong Kong.

□ MY GREATEST FEAR

. . . is not of going to the foredeck to throttle a raging spinnaker, nor hanging upside down with a box wrench in my teeth, breathing diesel, bleeding injectors in a beamy sea, or being afloat far from the comfort of a smoggy shore . . .

I'm not afraid because I have prepared myself. I endured four years of obnoxious humor at the Cal Sailing Club, two years of keelboat racing under inept skippers (one year of racing under an ept one), two years of washing, gluing, waxing, polishing, and screwing 30-foot yachts so I could sail them. I learned ten Jimmy Buffet songs and various off-color sea chanteys. I've been drunk on the Sea of Cortez and staggered through the deserts of Baja. I survived a coastal cruise to L.A. and back for the Olympics and the crew still speaks to me — sometimes. I speak three languages. I play five musical instruments. I have a college degree and membership to a fitness club. I have a \$300 set of foulies and my own PFD! The course I took in modesty worked and now I'm even better. I'm prepared.

I send my name to the *Latitude 38* Crew List . . . and I now know what fear is! That after all this, they will print the wrong phone number . . . aaarrggghh!

MEN TO CREW

E.J. Koford, 30, (916) 758-7326, Davis . . . exp 3 / want 1,2,3,5 / offer 1,2,3,4,5.
E.J. Koford
Davis

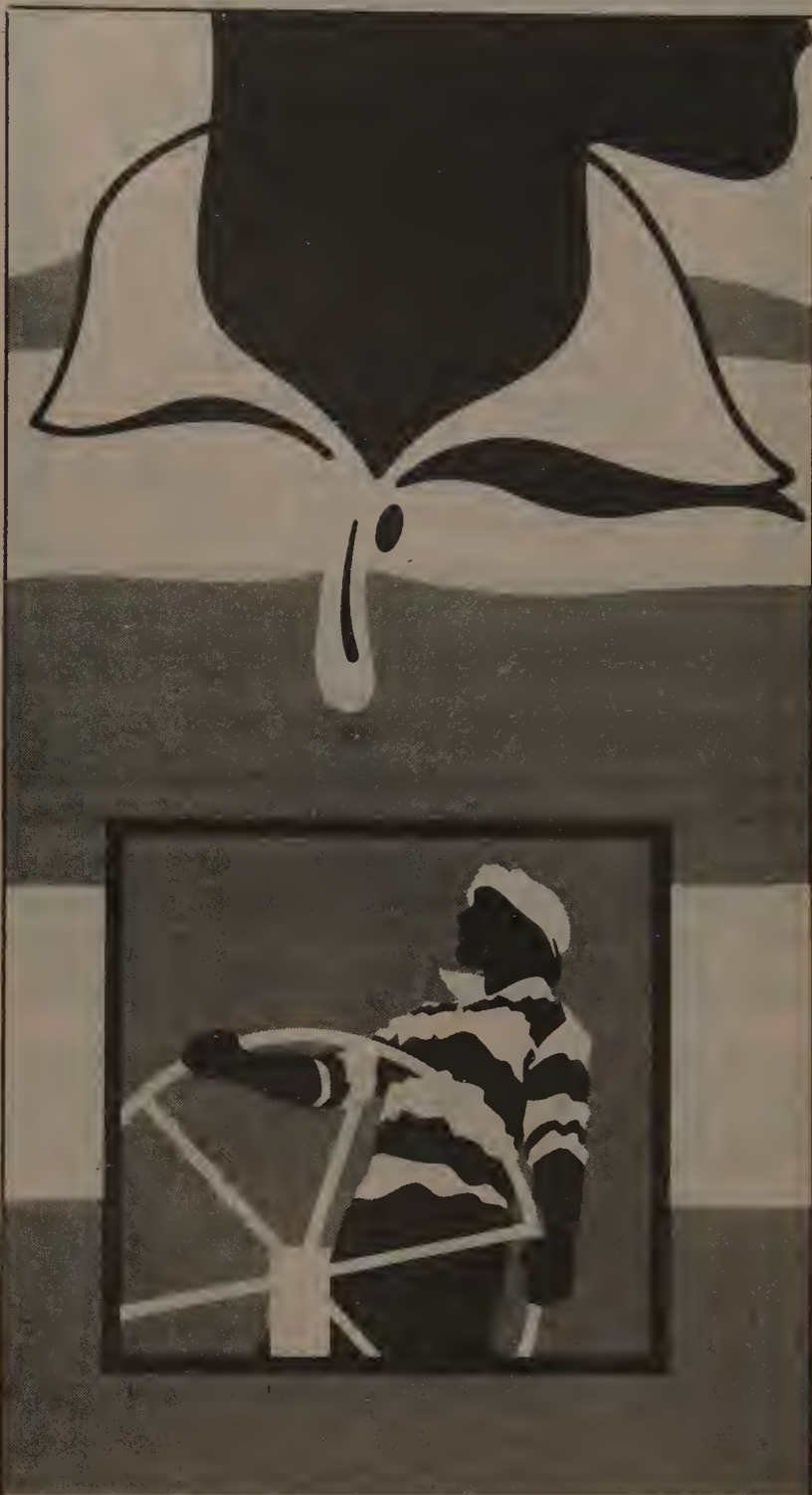
E.J. — Our greatest fear is that we'd make a goof in proofreading and get someone's telephone number wrong. Sorry!

□ SALMON SLIP-UP

I read with great interest the *Salmon from a Sailboat* article by Al Fricke in April 1986. While he was right-on with most of his information, he forgot one of the most important regulations and was hazy on two others.

First and most importantly, Department of Fish & Game regulations require that the top portion of any "sport caught" salmon be clipped off to distinguish it from a commercial fish. With salmon running from \$5 to \$15 per pound this regulation removes any temptation to sportfish for profit. Regulations also allow a large X to be "indelibly" marked near the tail in lieu of clipping. This is impractical as no means of doing this through fish slime and scales exists.

Secondly, DFG officials interpret the barbless hook rule differently. Some will accept the bent over barb while others look for a clear hook, i.e. the barb filed off so a credit card cannot hang up on the barb area. I prefer to file the barb off and then dress the point with a stone to insure a hooked fish from a casual strike.



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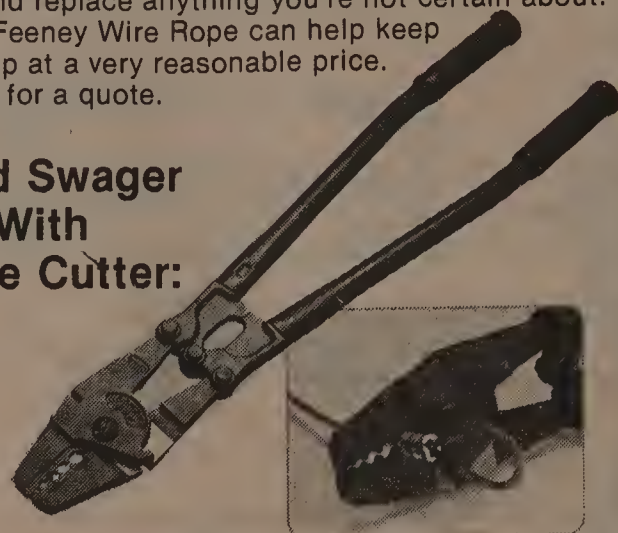
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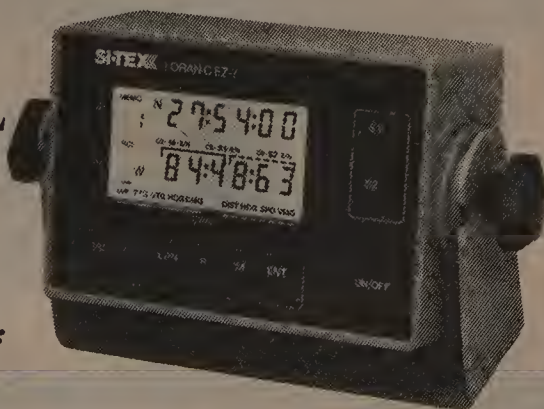
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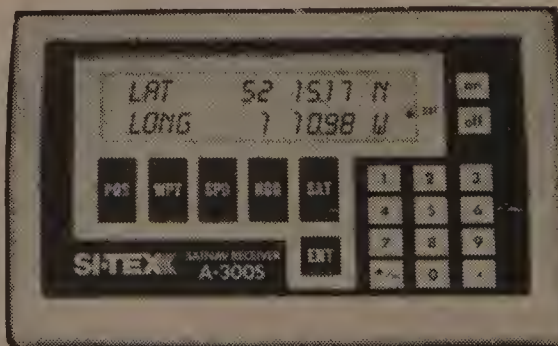
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LETTERS

Lastly, a gaff can be used on salmon but the blood it causes mixed with scales don't do much for a sailboat cockpit.

While sailboats are far from ideal for fishing, a reward of some tasty salmon and a beam reach home as the powerboats (yecchh!) pound through the swell is compensation enough for enduring a little discomfort.

Earl Natrass
Trivial Pursuit
Moss Landing

□NOT FOR AUSSIE EYES

I don't have an address for the St. Francis Challenge syndicate, so I am forwarding this urgent message through you: Put a hole in your spinnaker. It will draw/lift better.

Drag chutes, rolling chocks, parachutes, and now downwind sails draw better with holes. I know this innovation will give "our team" an unfair advantage, but what the heck, the Aussies had one in 1983.

Power to the press.

Vardon Tremain
Port Townsend

Vardon — If you'd read our piece on spinnakers a few years ago, you'd know that holes in spinnakers were a big deal about five America's Cups back. Ultimately, they were found not to be faster.

Since then there have been additional tests to prove that holes in chutes do not make them faster. Why just last week we installed a hole in our 3/4 ounce with the port spreader. It was not faster with the hole.

Thanks for the suggestion, however.

□ANY HATCH IN A STORM

When we returned from cruising in the South Pacific 2½ years ago, I wanted to write an article on coping with post-cruising blues. I haven't written that article yet because I've yet to discover the cure. In the meantime, we're in the door manufacturing business, hoping someday to sail back to the places where doors are obsolete.

We look forward to another year's subscription of *Latitude 38*.

Mary Miller
Rob Messenger
Dallas, Texas

□SUBSCRIBE TO THE DIATRIBE

In regard to your diatribe on the legalized larceny of 'joint and several', I heartily agree with you.

Being 71, I feel the same way about probate code.

As our laws are made for lawyers, I guess we can expect little else.

Al Troelstrup
Oakland

Al — About a month or so ago we picked up a Miami Herald and read an unpleasant story about Piper Aircraft Corporation and their recreational planes. According to Piper officials their company had been suffering from dwindling demand because of increased prices brought on by rising insurance costs.

Sounds like an excuse, right? It turns out that in 1978 it cost the company about \$1,100 for liability for each plane built. By the beginning of 1978 that cost per plane had gone up to \$73,000! Not \$7,300, but \$73,000. No wonder sales had slowed.

So it's so long to the Warrior, Seneca, Saratoga and Archer models. And it's so long to work for 850 former employees of Piper's Vero Beach plant.

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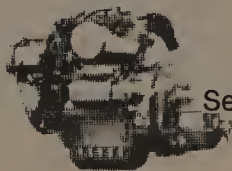
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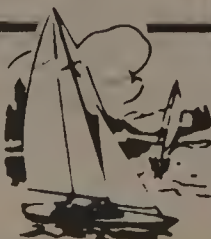
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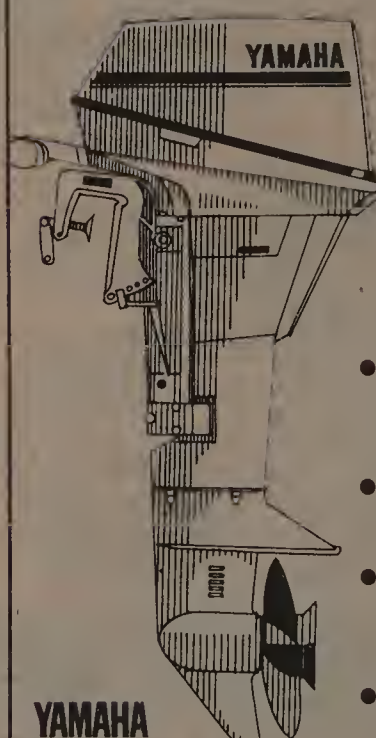
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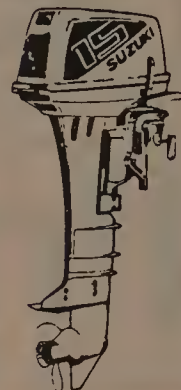
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LETTERS

It's unlikely, because many builders are so small that buying product liability insurance, were it available, is economically out of the question.

□SUBJECTS THREE

For being the 'Pacific side' sailors' common denominator, we thank you for your constant and excellent efforts.

I have three subjects in this letter: Cabo, Kauai and the Caribbean.

The first week in February I was supposed to deliver a boat to Cabo with a couple from New Zealand. As is often the case with sailing, everything and everyone wasn't quite ready. Thank god for that, because that was the week the monster storms ate the face of California — including a direct hit on my wine cellar! So I flew down to meet my wife and another couple who had gone down to meet said sailboat and me.

I took along ten copies of *Latitude 38* (I've also taken them to Cook's Bay, Moorea in 1983 and on three different occasions to the Caribbean) to give them to the yachties. Like a paperboy I walked through the Giggling Marlin, but couldn't find *anyone* interested! Mostly there were just marlin murderers and displaced singles-bar dropouts trying to figure out what would be 'cool' to do.

The desk clerk at the hotel Mar del Cortez was *very* happy to get five copies, and was correct in his guess that they'd all be gone that evening and be recycled the next morning. The two lovely young women in the real estate office next to the Mar de Cortez grabbed the other five copies and immediately displayed them in their front windows.

Except for the delightful people — and especially the Mar de Cortez hotel and staff — Cabo was not very appealing to me. It reminded me of the south end of Watsonville.

Kauai and the Pacific Cup. I sailed on *Accent* in the 1980 Ballena Bay TransPac and was landside coordinator for the 1982 Pacific Cup campaign of the Olson 30, *Mariko*, which you may remember sank on the way back from Kauai.

Being short of boat and crew this year, I was glad for the opportunity to be a member of the Operations Committee for the this year's Pacific Cup. I will be the landside radio operator at Nawiliwili for two weeks, both HF/SSB & VHF. I'm looking forward to talking to all of the racers, and having the opportunity to 'go into the kitchen to help' instead of just always going to the banquet.

I plan to take ten *Latitude 38*'s there, too, and will try and keep a running log of special or interesting events for you.

Racing back (by air) from Kauai, my third sailing adventure will begin on July 28 when I take my mom and dad (69 and 70, and very active), and my two oldest children (22 and 17), for a week of sailing in the British Virgin Islands on a Moorings 51. Three generations together in the Caribbean is very exciting to all of us. It will be my eighth trip, and the second for my parents and kids. We're stoked!

By the way, the people at The Moorings on Tortola have always been happy with the copies of *Latitude 38* we bring them, and so is one of the British Customs agents.

Tim Clifford
Freedom, CA

Tim — A lot of people say there's no Freedom in the United States anymore. Say it ain't so, our grandparents used to buy all their Rambler's there.

□I'M SO SORRY IT CAN'T BE DESCRIBED

This letter is in redress to your article on Bruce Perlowin. I doubt it sees publication.

I am 33 years old, and have been a commercial fisherman for 15

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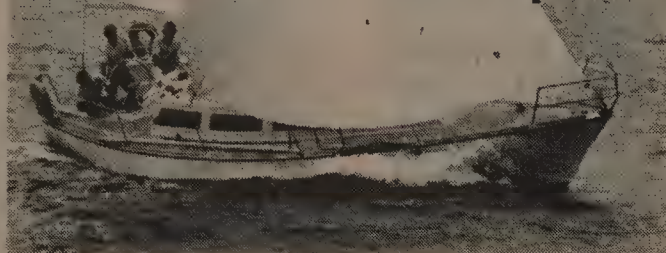
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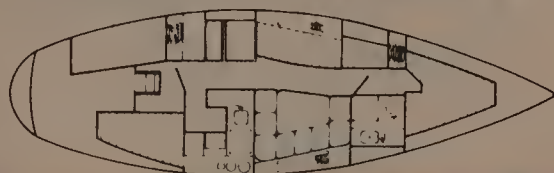
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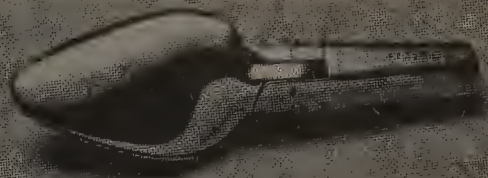
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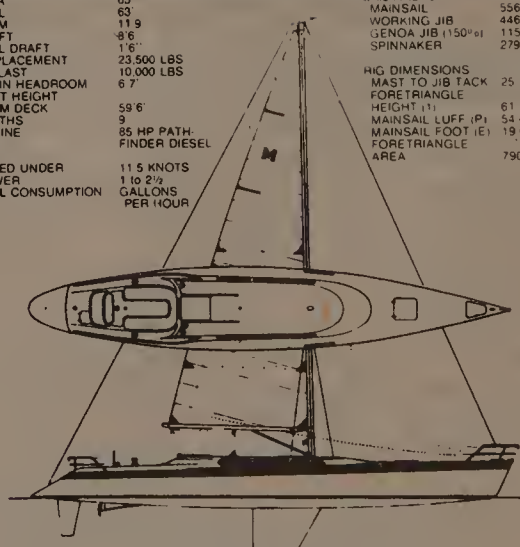
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LETTERS

years. I have over 10 years documented sea time. To you of the ivory desk fraternity, I'm sure it would be called blue water sea time. This is not time spent on the hook at Punta Arenas or the Balboa Yacht Club, it's out to sea making a living, weather be damned.

I well remember the 31-ft Cal, dismasted, rudderless, and of course without radio because his antenna had been on his mast and he had no spare. He got caught in a chubby off Mag. Bay. After we picked up his boat and secured it on our deck, we delivered them to a safe anchorage off Santa Margarita Island. Our 18-man crew spent the better part of a day, not to mention 1,000-plus gallons of fuel helping a fellow seaman. In return a vague thank you and some gripes about scratches we put in the boat's gel coat.

How about the three intrepid souls lost in the middle of Tehuantepec when it was blowing 60. They had no fresh water due to poor lashing and salt water contamination. These experienced blue water cowboys were attempting a rhumb line sail from Acapulco to Punta Arenas during the middle of March in a home-made 24-ft plywood boat. We put a speed boat over in 20-ft swells to give them fresh water as well as their position and bearing. We also alerted the rest of the fleet to keep an eye out. They made it; we checked.

Or the becalmed schooner we met 1°N, 183°W whose only request was four gallons of ice cream — which we delivered by helicopter. I also have a good friend, a delivery skipper, who likes to singlehand the Atlantic. Every year or two he sails from St. Thomas to Spain and back to "clear the cobwebs". Salt of earth man.

Enough background. In 1982 I purchased a 75-ft steel shrimper in Trinidad. It took my life savings plus help from my family. Survey value was \$435,000. Albacore was selling for \$1,800 a ton, and I was going to convert to that fishery. Two months and 5,000 miles later we arrived at San Diego. The canneries no longer were interested in buying albacore.

Today, three years later, albacore sells for \$1,000 a ton. Insurance has tripled from \$7,000 to \$21,000 a year. It costs at least \$15,000 to leave the dock for an extended albacore trip. With luck you might gross \$65,000 in the season. Some do better, others worse. If you can make those figures add up, then include interest, upkeep, crew, gear and a family. Then try again. Good luck.

On June 1, 1985 I awoke to find a Coast Guard Falcon jet circling overhead. At 1300 hours .50 caliber projectiles were wandering across my bow. At the same time in the Port of Los Angeles, custom house agents were posing with 19,844-lbs that I delivered.

The 'anonymous informers', two of them, were paid \$50,000 each. Six months later their names were common knowledge. Could it be that there is no honor among DEA agents and their professional bounty hunters? Or perhaps they were just tired of or jealous of these slimy rats that they had to deal with. Maybe they just don't want to be friends anymore.

We now arrive at your "faint slap on the wrist". Did it ever occur to you why Bruce got 15 years and the others so little? Can you comprehend the immensity of 15 years? No!

How many laws have you broken? I don't expect you to be honest with your readers, just with yourself. Many of Bruce's co-defendants joined that lowest form of humanity, being a rat. So in lieu of long incarceration they traded for a life sentence; the sentence in their hearts and minds that they are capable of dealing in human misery, that they will barter with their friends lives. I wonder if they sleep peacefully?

In my own case my "faint slap" was six years in prison, 10 years special parole. I'll be finished in 2002. As you sit there with your black robes on, ponder what that means. I lost my life savings and am bankrupt. My wife — who knew nothing — is without a mate and can't pay the bills. My eight-year-old son has no one to take him

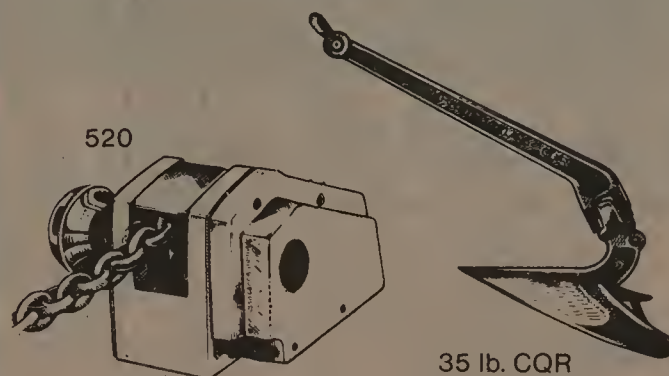
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LETTERS

fishing or for a ride on the Bay. My baby daughter asks her mother, "Why Da Da go?" So you see my sentence must be multiplied by at least four. What of my mother, siblings, etc. that have to live with the social stigma of me being a smuggler? You cannot comprehend the suffering the innocents have to bear.

Yes, I thought of this before, but in honesty not the entire scope. At the time my back was against the wall, I was being foreclosed on, and saw an escape. My reward would have been \$20,000 and my boat being purchased for survey value. Right now you'd have a hard time getting 30 percent on a boat. Do you wonder why so many have sunk the last few years? I'm so sorry it can't be described.

I hope my letter on the issue, and at least on your opinion, sheds some light. People are going to continue smoking weed. It has to come from somewhere, someone is going to bring it in. It's the law of supply and demand. What to do about it is a serious question for American Society.

In conclusion, do me a favor. Take ten minutes and reconsider. Was your judgement made on moral grounds, through careful thought and consideration? Did you analyze and research the subject completely? Have you utilized all processes open to you other than an interview with Bruce and newspapers selling headlines? Or long ago did you decide that smugglers are making more money than you, maybe even getting rich, and maybe not even feeling guilty. Throw them to the lions — no, that's too fast — burn them at the stake.

I would appreciate an honest reply, either in print or personally. Bruce, a fellow inmate, thinks you'll print this. In any case I think this letter will provide fuel for thought.

P.S. Please tell Harry at Sausalito Marine Ways that if he reads this letter he will know why I never sent him the \$50.

Richard Nowell
Camp Parks
Dublin, CA 94568

Richard — You told us something about your background, so we'll tell you something about ours. In our younger days, we smoked pot, snorted coke, dropped acid, and did mescaline, peyote, quaaludes and all the other recreational stuff. And a couple of years ago we grew 75 head-high pot plants in the middle of suburban Marin (it was an agricultural experiment; we mulched it all under and never did smoke any). So we ain't Pat Boone.

At the same time, we believe that laws — and crime and punishment — are important for the stability of any society. Anarchy is one of those concepts that looks great on paper but never has amounted to much in the real world.

So we support laws — and therefore the penalties for breaking them. We certainly don't agree with all the laws or penalties, but you can't pick and chose. You can, however, work to change them or elect to go the civil disobedience route.

We'd have had genuine sympathy for you and Bruce had you concurrently been working to change pot laws, but you didn't. In fact the two of you stood to profit wildly by the very fact that smuggling is illegal and that there are severe penalties for it. So the "pot ought to be legal" and "we were just filling a demand" arguments are irrelevant to your cases.

If you guys were honest with yourself, you'd have to admit you are a couple of high rollers who crapped out. Bruce had previous smuggling problems, but got increasingly involved anyway. You speculated by putting your "life savings" and some of your family's money into a huge shrimp boat and then got clobbered by a falling market. Having gotten burned on that one, you took a bigger risk going for the smuggle instead of declaring bankruptcy. And you lost

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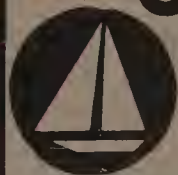


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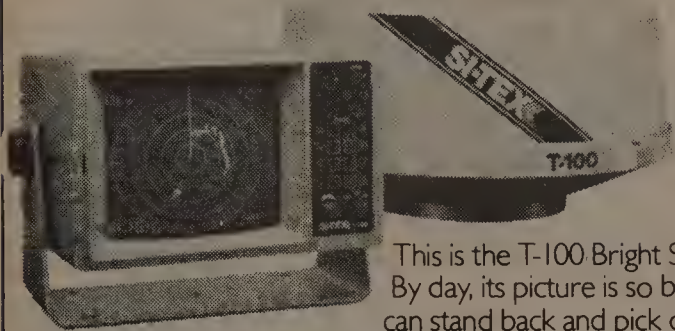
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LETTERS

again.

We're real sorry that your kids don't have you around, sorry as only a father of a couple of young kids can be. But who was the one willing to barter the priceless father/child relationships for money? Who initiated the bringing of "human misery" to innocent family members? Who is responsible for the dreadful mess by not having considered the "entire scope" of their actions? We're mainly sorry you were so goddamn reckless and irresponsible.

As for the sentences, Bruce might have gotten 15 years, but as he says, "Nobody ever, ever serves a full sentence". He expects to be out in less than three years, at which time we wouldn't be surprised to learn that he digs up a hidden \$10 million and commences living the life of luxury in the South of France. Would the punishment fit the crime, considering all the people and innocent family members he dragged into his illegal enterprise, including some against their will?

You got six years. But does that really mean you'll get out in two or three? Some of the others only got three months or probation. Doesn't seem like much to us considering the gains you were going for.

But you tell us what the penalties should have been. Two months for Bruce and two weeks for you? Or maybe just probation? In which case, of course, you guys would never, ever, ever, ever try it again.

□WHAT'S THE RATIONALE?

In the Racing Rules Exam (March, page 160-165), you pictured a number of common racing situations and the correct answers as to who had the right of way.

These drawings and answers have provided some stimulating discussion between the members of our Gold Country YC who do a fair amount of racing in the various Sierra foothill lakes. In a direct response to us or in a future *Latitude 38*, could you please provide the rule number and/or rationale for the resolution to the pictured situations.

Also, I would like to re-print some of the 'exam' situations in our club's monthly newsletter. May I please have permission to do so?

Don Samuelson
Grass Valley, CA

Don — The exam was created by Max Ebb. Next time we run one, we'll make sure he offers a short explanation of each. If there are a couple that confuse you, just let us know which ones and we'll have Max write a short explanation.

As for reprinting a few of the quiz questions, we're sure Max won't mind a few if you give him credit.

□A NATURAL SOLUTION?

I wonder if you folks caught news of modern medicine's latest finding on a way to avoid seasickness: ginger.

The well-known publication, *Family Circle*, published an article on ginger being a 'home remedy' in its March issue. It reports a test that shows it to be twice as effective as Dramamine.

The article went on to recommend eating very "gingery" bread or a ginger gelatin capsule as a preventative.

I hope this helps some people keep down their ginger snaps.

Alan Hirsch
San Francisco

Alan — We had not seen that article, and thank you very much for drawing it to our — and our readers' — attention.

□PHOTO CAPTION

The photographs you ran of the Islander 36 crashing out through

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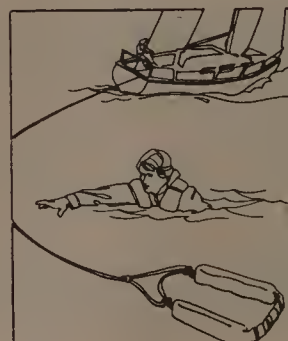
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LETTERS

the waves at the Ventura Harbor Entrance in the March issue were of *Gilder*. Dave and Barbara Simmons and their two sons were on the boat bound for Hawaii.

Since the forward hatch is missing in the third photo, they may have put in somewhere south of here.

Buzz Hauber
Ventura

□ NEVER BEEN SO IMPRESSED

I want you and your readers to know how much I am enjoying Macey Casebeer's classes on stellar solar, lunar and stellar navigation that are being offered through the University of California at Davis extension.

I have taken many professional and marine courses over the years but have never been so impressed by an instructor. Macey makes himself available to all class members by phone from 10 a.m. to 10 p.m. seven days a week. Several times during the course I called him for help and he answered the phone on the first ring.

He answers every question in class by giving many illustrations and examples until you have a clear understanding. And, he makes you feel like a genius for asking the question.

Macey is the first instructor I have encountered who is so enthusiastic that I look forward to Wednesday night class — and even the homework. Believe me — having a pretty full schedule myself — I have little time for either.

Previously, we in the valley have only been able to take this type of course by traveling to the Bay Area. I'm glad to see Davis offer such courses. I understand that I will have the opportunity to continue learning, as Macey plans classes on weather, navigation, and seamanship next fall.

By next April 1 the only fools will be those who have let these opportunities slip by!

Majorie MacVean R.N.
Jib Sea
Fair Oaks

Majorie — We trust Macey will keep us informed of the future classes so we can let all you folks in the valley know about them.

□ THE DANGER ZONE

Sitting in Cyprus and listening to queries like, "How do you stand living in San Francisco? All those guns and crime! It's so dangerous!", and simultaneously getting letters from home asking, "Aren't you terrified living in the Middle East? It's so dangerous!", makes us ponder the enormous gap that exists between reality perceived from close-up and from afar. Even *Latitude 38* appears to adopt this presumption (*Loose Lips*, Jan. 1986) with its implication that the Middle East is a dangerous place to cruise.

Random political violence, although it is horrifying to witness, doesn't appear to have any more effect on the day to day life of either ourselves or resident we've visited than, say, witnessing a fatal freeway crash did in our habitual use of the automobile, or the mugging of a friend did in our regular evening theater attendance. It simply doesn't feel dangerous. Shops carry on business, cats bask in the sun, people laugh and chat informally on street corners; the signals are benign. Except for the unlucky chance encounter, all the threats of violence are abstract ones.

Moreover, the cruising is spectacular. Turkey's south coast is cheap, friendly, and scenically awesome. For us, the friendliness of average Middle East residents rivals anything we experienced in the fabled South Pacific. And the Red Sea is an untouched wonderland for cruisers who take the time to enjoy its scenery, diving, fishing and



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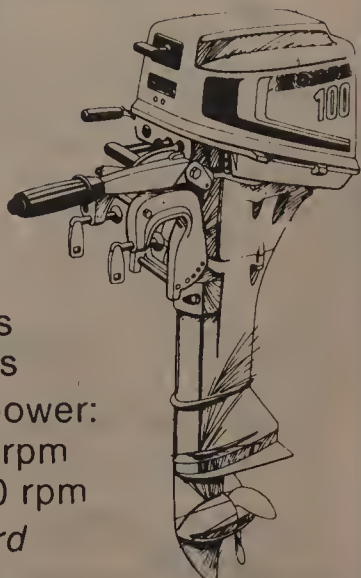
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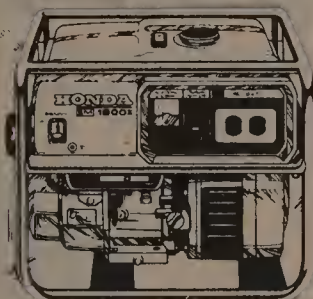
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LETTERS

friendly shoreside villagers.

We agree that you can't "hide from the wretchedness of humanity", but random violence occurs wherever there are people — in Cyprus and in California. And life goes on, largely in comfort it appears, in both places.

Kellogg and Diana Fleming
Yacht *Swan* in transit
Larnaca, Cyprus

Kellogg and Diana — When we stated "you can't hide from the wretchedness of humanity", we had no intention of implying that California or the States are some kind of safe 'home base'. We certainly don't believe that — particularly after talking with a gentleman at Sea of Cortez Race Week whose parents had been murdered in Los Angeles. He reports that at any given time about 750 suspects are being processed for murder in that city.

We admit, however, that we weren't always that way. The first time we went to Mexico we were just shy of being terrified. Now we feel much safer there than we do in San Francisco. For a long time we thought anyone who sailed in Turkey ought to have their had examined. But having heard rave after rave after rave about the wonderful people and fine cruising, it's number one on our most wanted to visit list.

One of the things we enjoy most about getting Letters and Changes in Latitudes from cruisers like you is that it helps reduce the gap we have between our ignorant assumptions and reality.

For readers who don't remember, the Kellogg's were first-hand witnesses to the terrorist killing of three Israelis on a yacht in Larnaca Marina, Cyprus.

☐ SUNSHINE'S BACK!

We would like to thank everyone for their support in the search for our stolen boat, *Sunship*. Miracle of miracles, we have found and recovered her.

She had been stolen by a man who had just recently been released from prison for having stolen a boat in Anacortes, Washington. He had taken our boat, repainted her to the name of *Rainbow* (which, by the way, is the name of another Valiant 40, that one from Portland) and was in the process of setting up a charter service that was to operate out of Nanaimo, British Columbia for the World's Fair in Vancouver. Since he was going to use her for charter service, he basically took very good care of her. We received her back with most of our personal possessions on board.

A few days before recovering her, we'd received a call from a Texada, British Columbia sailor who had raced her and been aboard her a few times prior to seeing our reward poster. From him we learned our boat was operating under a new name and we proceeded to fly the coast again looking for her.

However, we would have missed her entirely on this round if another alert sailor had not read the reward poster in Nanaimo and realized that the new boat in the anchorage was really *Sunship*. He turned her in to the police and custom officials. A day later we were happily able to recover her.

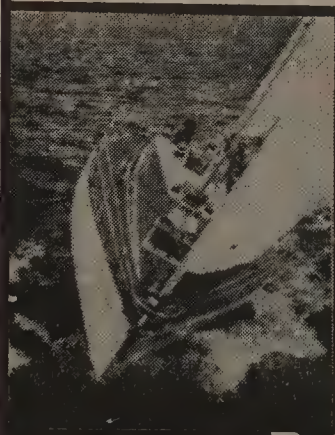
At present, the man who stole our boat is in prison, but we do not yet know what will happen to him. Apparently, this man was also supporting himself by stealing items from other boats and reselling them. He seemed to have worked the Inside Passage from Victoria to Port Hardy. If you lost some items there or know of anyone that did, we suggest you call Sgt. Bowser, RCMP Customs, (604) 380-6212.

Incidentally, Travelers insurance company was really wonderful in their assistance and cooperation.



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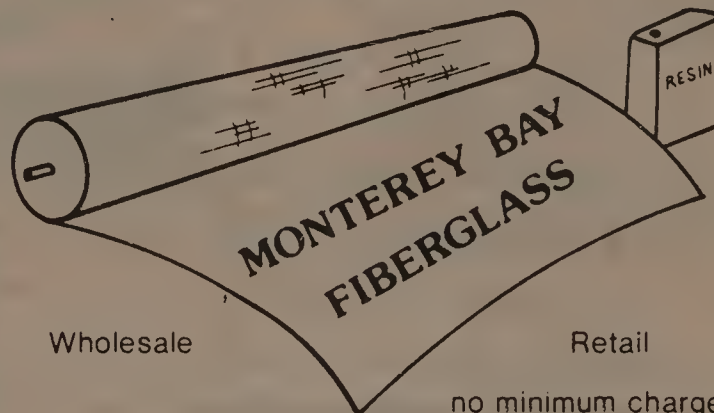


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LETTERS

Our plans for this year are to enjoy the World's Fair and then bring *Sunship* to San Francisco, where we hope to get in more sailing than cruising the inland waters of Canada and Alaska proved these last few years. When our nest is empty in 1987, who knows what we'll do.

Again, thanks to everyone for their support and caring.

P.S. We certainly have gained a lot of knowledge and experience on how to search for a stolen boat. If anyone or any group is interested, we'd be happy to share this knowledge. Please call us anytime at (702) 882-6028.

Al and Mary Fischer
Sunship

Al and Mary — Congratulations on getting your boat back, we're delighted for you!

□WHEN IS THE PARTY?

The December issue was left on the book/magazine table in the marina office here in San Carlos. I returned the Reader Survey from that edition so the issue wouldn't disintegrate in my hands.

Can you tell me when the Crew List Parties are? I figured I'd make them this year if I knew when and where, since I'm looking for a non-smoking female sailing partner.

Al Campus
Songbird
San Carlos, Mexico

Al — Sorry, but the Crew List Parties were last month. If it's any consolation, we have a Mexico Cruising Party at the very end of September.

□TAKING NAMES

I believe that the boating public should be informed of the vote of individual members of BCDC on the houseboat and liveaboard boats issue so that they can use this information in deciding their vote in coming elections. Most of the BCDC commissioners are elected officials and others are appointed by elected officials.

The following voted for the Liveaboard Boat definition which was opposed by Pacific Inter-Club Yacht Association and Bay Area Boaters: Robert A. Tufts, Chairman, Governors Appointee; Albert Aramburu, Supervisor, Marin County; Judith E. Ayres, USEPA Representative; Robert Bury, Councilman, City of Redwood City; Diane R. Jones, State Lands Commission Representative; Anna Eshoo, Supervisor, San Mateo County; Nancy Fadden, Supervisor, Contra Costa County; Ruth Ganong, Councilwoman, City of Albany; William H. Fraley, Alternate for Supervisor John T. George, Alameda County; John B. Stupp, Alternate for Governors Appointee; Jay Goetting, Supervisor, Napa County; Barbara Kondylis, Councilwoman, City of Vallejo; Arthur Lepore, Councilman, City of Millbrae; Dianne McKenna, Supervisor, Santa Clara County; Janet Nicholas, Supervisor, Sonoma County; Jin Pacht, Appointee of Senate Rules Committee; Marion E. Otsea, Regional Water Quality Control Board Representative; Laura J. Enos, Alternate for Supervisor Carol Ruth Silver, San Francisco; Angelo J. Siracusa, Governors Appointee; Jay K. Soper, Corps of Engineers Representative.

The following voted no and supported the PICYA and BAB position: John Vostrez, Dept. of Transportation Representative; Richard Brann, Supervisor, Solano County; Margarita Marshall, Governors Appointee; John Dustin, Vice Chairman, Governors Appointee; Salle F. Jantz, Resources Agency Representative.

The following were absent but effectively a vote for the PICYA and BAB position: Jennifer Richardson, Dept. of Finance Represent-

Congratulations to YRA's 'Champion of Champions' Winners



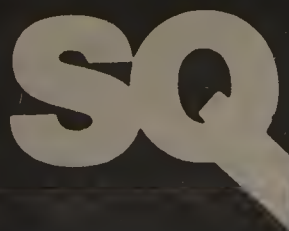
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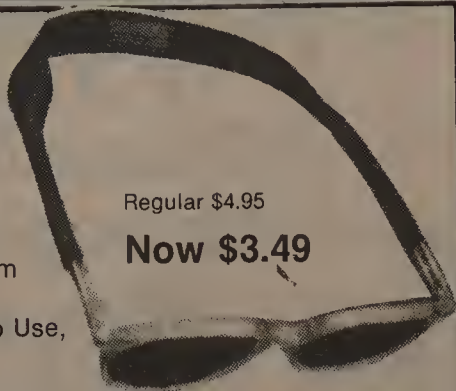
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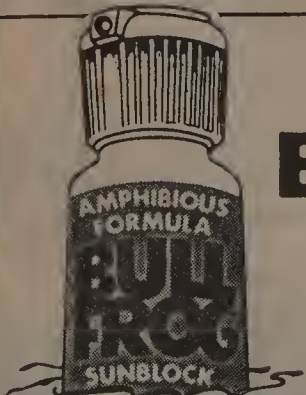
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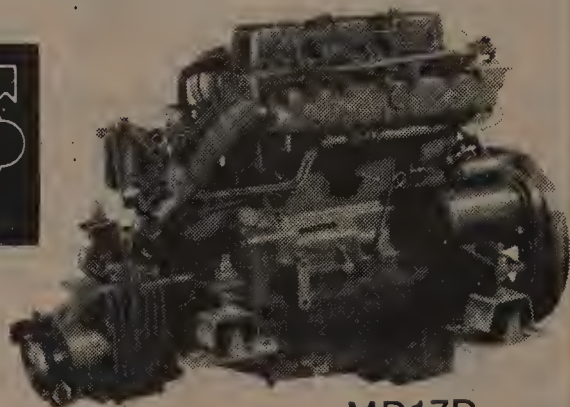
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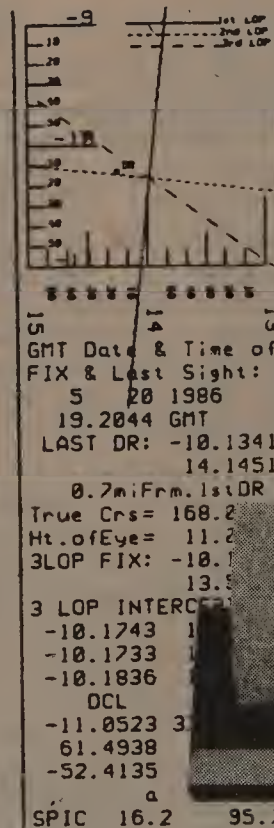
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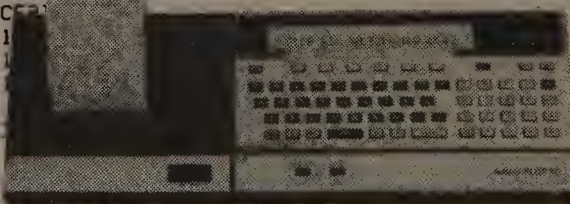
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LETTERS

tative; Earl P. Mills, Appointee of the Speaker of the Assembly.

Bob Olson
Lafayette

Bob — There's an interesting footnote to this. After the majority of the commission voted against the PICYA and BAB positions, Marin Supervisor Al Aramburu, who has long spearheaded strict regulation of liveaboards, told the Examiner that his vote reflected the wishes of his constituents.

The irony came a few weeks later when a city election was held in his home town of Tiburon, where he had backed three incumbents. All three were voted out of office. The Marin IJ reported Aramburu's reaction as: "Holy moly!"

We couldn't help but wonder if perhaps Aramburu — and the other commissioners — aren't quite as in touch with their constituents as they think they are. Public comment against the liveboard regulations that eventually passed had run eight to one against.

□ A REAL LOSS

I just found out last night that Bob Sloan, builder, owner, and skipper of the schooner *Spike Africa* finally succumbed to cancer.

He was a man among men, as fine and straight as any I've known. A real loss. My wife and I will miss him sorely just as I am sure his many friends here and in Newport Beach will.

I guess it was just time to make a personal report to the President of the Pacific Ocean!

Doug and Diane Delaplaine
Silk Purse
Pier 2 1/2, Sausalito

□ NOT WORTH THE TIME

Having lived aboard for over 15 years, I've always enjoyed reading your magazine. It's fun to pick up a copy and find a letter from Cabo or the South Pacific written by someone you haven't seen for awhile.

A few months ago, however, I began to lose interest with the continuous articles on the *Stone Witch*. There have been a lot of boats lost, and many with much less human error. It seemed especially bad that a human error was involved in the loss of what's advertised as a training vessel.

And then the follow-up stories. Boring!

It seems that with your help they managed to suck more peoples' money and time into their misguided adventure.

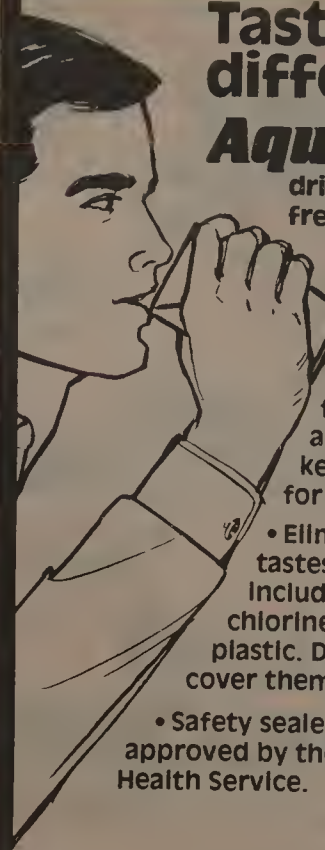
I had kind of forgiven you for that when along comes this article on Bruce Perlowin the smuggler. I can't understand this at all!!! What does this bozo and article have to do with boats or boat people? I smoked pot for many years and still have friends — many of whom are families and liveaboards — who still do. If we need to know about dope, the laws and the uses, then we can read the magazines for this purpose — *High Times*, etc.

I agree with the responses that you are trying to make a folk hero out of this clown. He bought his ticket himself, enjoyed his ride, and now must pay for it. Right or wrong, those are the rules. So let's get back to boats.

David Cervin
San Diego

David — We think it's important that sailors have some idea of the extent to which smuggling goes on along this coast, because it affects them — Coast Guard searches — and might eventually affect them to a much greater extent. After all, look what happened to the formerly friendly waters of the Bahamas and other parts of the Caribbean. We fervently don't want this to happen on the west coast.

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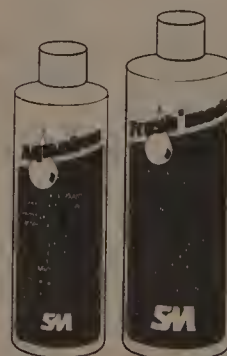


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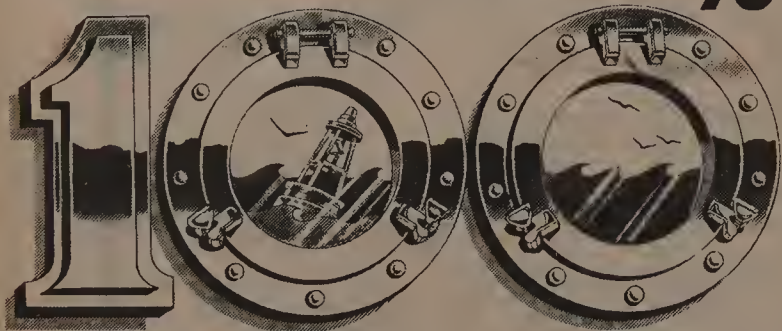


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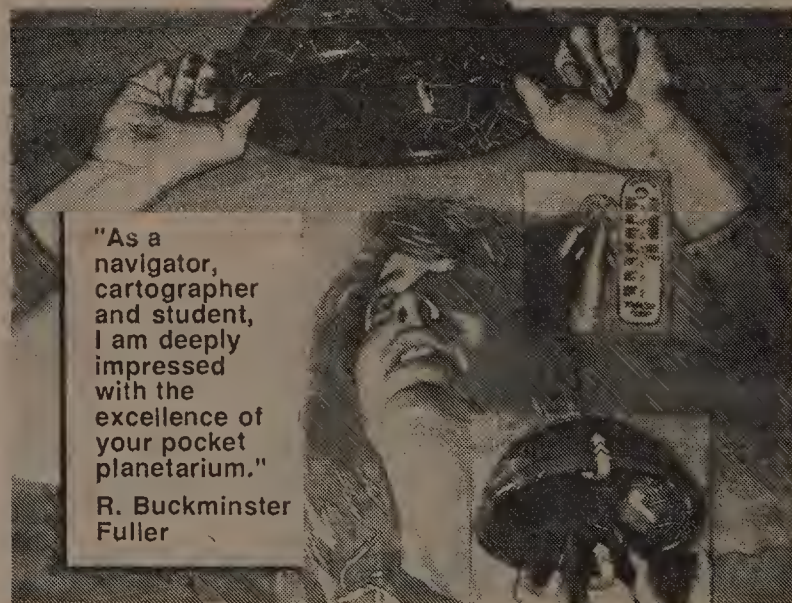
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LOOSE LIPS

Clipper Cup containers.

Is there anyone out there who needs to get some gear to the Clipper/Kenwood Cup but haven't figured out a good way to do it? Last time, four or five Bay Area boat owners got together and rented a container. Their gear fit easily and by the time they divided the cost up it was a lot cheaper than checking twelve bags of racing sails in as luggage at the airline ticket counter. If you're interested in sharing the costs of renting a container, call Kay Rudiger at Edinger Marine, 332-8302.

Go to the source.

Armchair Sailor International, the marine book and chart people, have come out with the largest and most complete bibliography of current marine books we've seen. It contains some 4,000 titles, dealing with everything from folklore to fiberglass, and even includes a new section on marine videotapes. The newest Armchair Sailor store opened last December in Sausalito. For more on this useful source book, call 332-7505.

Calling all Fantasia owners.

Did you know there is a Fantasia Owners Group in existence? Well you know now. To be put on their newsletter mailing list, drop a card with your name, address and phone number, and the name, hull number and date built of your Fantasia, to Richard Guches, 4548 Auburn Blvd., Ste. 104, Sacramento, CA 95841.

The crisis goes on.

According to *The Telltale*, the Lake Merrit Sailing Club newsletter, the premium for club's liability insurance jumped to \$2,000 a year. To put that amount into perspective, it represents half of their yearly budget.

We're getting screwed, folks. Some people blame it on the lawyers and some people blame it on poor investments on the insurance companies. We suspect both of them are to blame — as well as this society which has come around to think it's owed a risk and fault free existence from birth to death at age 105.

The one thing that's sure is that if things aren't changed, Lake Merrit and other small sailing clubs are going to go the way of the Lake Merced Sailing Club — namely out of existence.

While we're talking money . . .

Jack Alderson, Chairman of the California Boating and Waterways Commission, announced that starting July 1, the interest rate local governments will be charged on state loans to develop small craft harbors will be decreased from 7.9 to 4.7 percent.

Just for the heck of it, we called our local bank and asked about the chances of our getting a boat loan at 4.7 percent. "Not good," we were told.

In case you didn't know, state funds for all local boating facility projects come from the gasoline taxes paid by boaters.

Is that a mistake or what?

That's what a lot of readers wanted to know about the upside down ad on the back cover of the last issue of *Latitude 38*. Of course it was a mistake, we triple checked it this month to make sure it didn't happen again.

New construction.

In the last couple of months we've mentioned a number of yacht clubs that have made improvements to their facilities. One we didn't mention was the Vallejo YC's \$90,000 facelift. The lounge area is being enlarged and a big stone fireplace installed. In addition a second floor deck is being added. You can check it out if Vallejo is your destination in the season opening YRA race.



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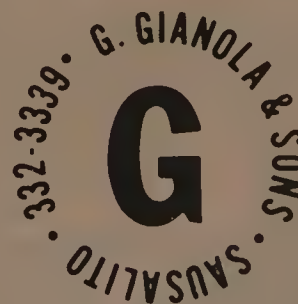
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LOOSE LIPS

Different boats for different folks.

Joe Desira successfully paddled his cardboard boat across the Golden Gate on March 25. The two mile crossing, done at slack tide, took an hour and 18 minutes. KRON ran a segment on the crossing on the evening news, and Joe was surprised to see that NBC picked it up for their morning broadcast the next day. For more on the crossing, the *Phoenix*, or plans for your own "cardboat", call Joe at 589-7917.

Another alternative boater lately in the news is Dan O'Hara. Thirteen years ago, Dan survived a brutal mugging in Oakland that left him permanently paralyzed from the waist down. He has since dedicated himself to making the public aware of the needs and abilities of the handicapped. Among other things, he has rolled his wheelchair 9,000 miles from the Golden Gate to Washington, D.C.; and became the first disabled person to wheel the 18.6 miles to the top of 3,800-ft Mt. Diablo. His latest endeavor revolves around a wheelchair-powered paddle boat. Back in 1982, he piloted the craft across the Bay, and later from Long Beach to Catalina Island. This summer, Dan and his black lab Charlie will navigate a wheelchair-powered boat from St. Louis to New Orleans — 1,400 miles down the Mississippi River — to raise funds for the first U.S. Wheelchair Center, to be built in Walnut Creek. Sound interesting? You can donate to Bank of Contra Costa, Box 5086, Walnut Creek, CA 94596, or call Cynthia Traina for more information at 922-4599.

If you are an admirer of marine art, you'll be happy to know there are two exhibitions of the same coming up in May and June. The first is by New England artist Chris Bonafatti. His "Exhibition of Contemporary Nautical Art" will run from May 25 to June 10 at Berkeley's Olympic Circle Sailing Club.

The second show features the fine painting and drawings of the Bay Area's own Jim Pearce. Jim's work will be on exhibition during the entire month of June at the Casa Peralto (284 W. Estudillo Avenue) in San Leandro. If you read *Latitude 38* regularly, you are already familiar with Jim's drawings. They've illustrated many a story over the last couple of years. The show will probably feature more fishing boats and tugs — still his favorite subjects — than sailboats, but if you like his style as much as we do, it won't matter. Say hi for us.



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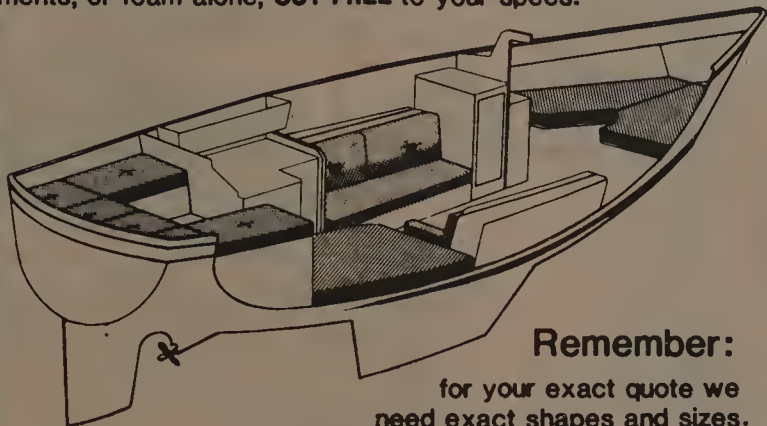
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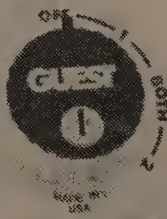
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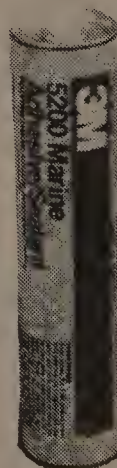
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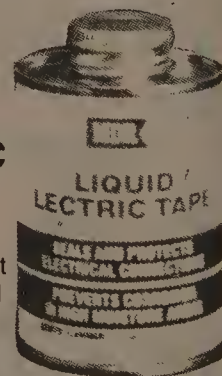
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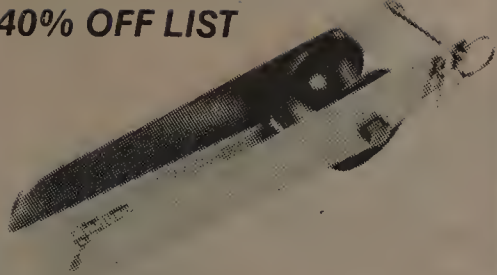
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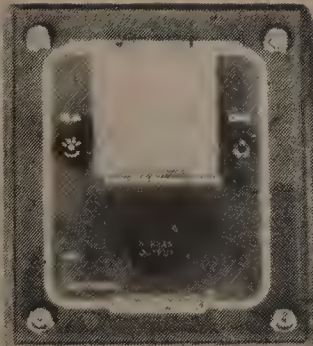
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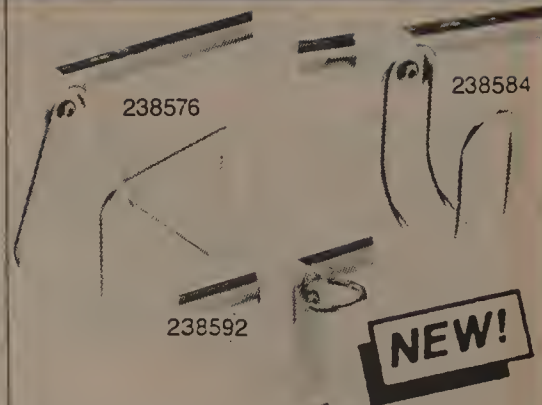
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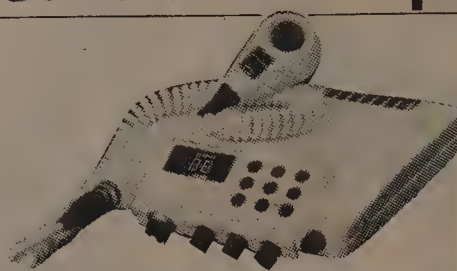
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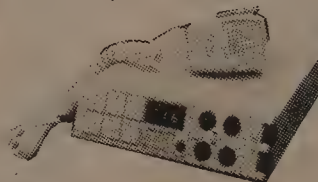
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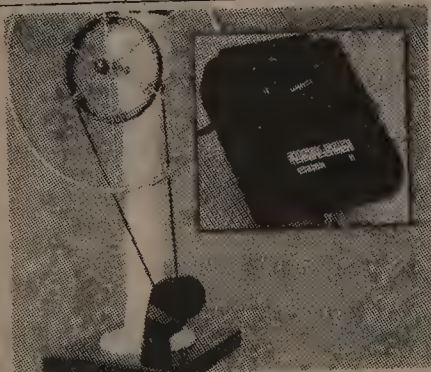
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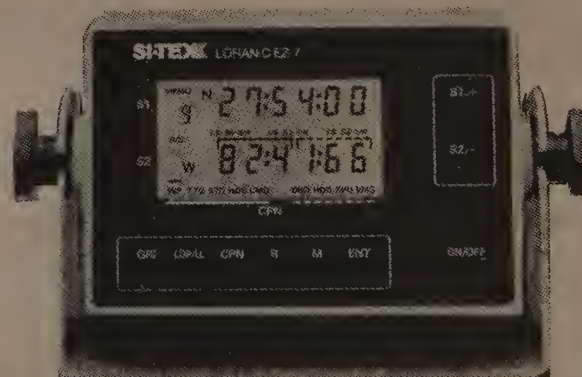
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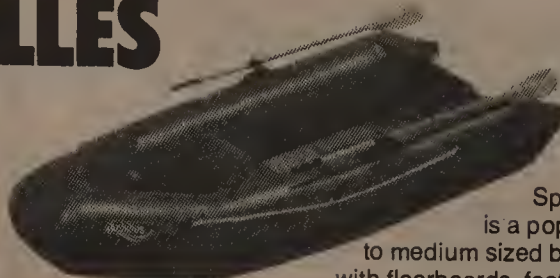
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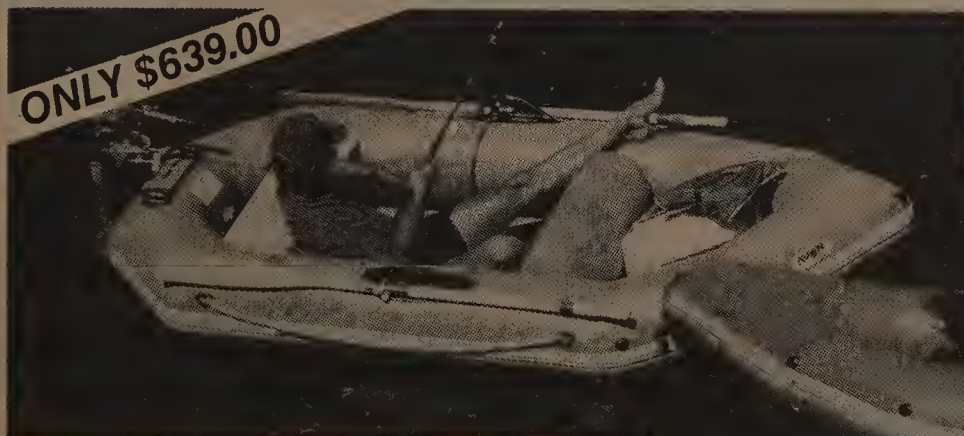


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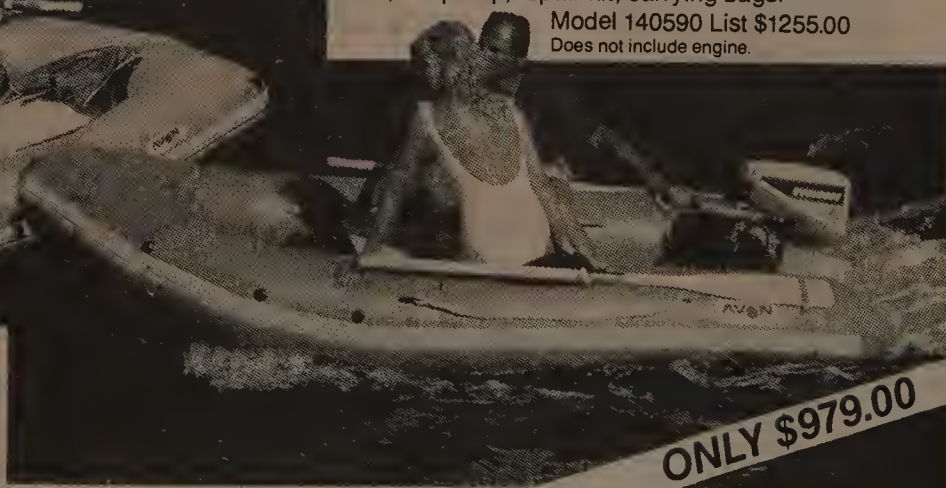
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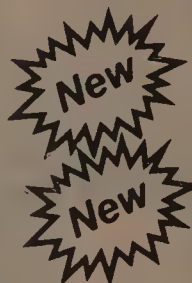
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SIGHTINGS

opening day

Everyone's always saying that a picture is worth a thousand words, and they better not be lying.

The deal is, we had to take this issue to the printer the day before Opening Day, which means all we could do was leave a hole for the Opening Day picture, and then stick one in right before the presses rolled on Monday.

Thus, the big picture below says all we have to say about Opening Day. We hope it isn't blurry.

The inset photograph is of the festive Opening Day ceremonies at Benicia, which were held a week before Opening Day on the Bay. We know the sun shone brightly and everyone had a good time at Benicia — we hope it was just as good for those of you in the main Bay.





LATITUDE 38/JOHN M



TERESE PANCAK-SCHWARTZ

the bay area boaters are fighting back!

On March 20th, the Bay Conservation and Development Commission (BCDC) passed an amendment to the San Francisco Bay Plan that severely regulates and restricts houseboats and liveaboards. In their zeal to eliminate most liveaboards as we know them, the BCDC passed an amendment that could seriously inhibit every boater from Redwood City to the Petaluma River.

If this amendment becomes state law — which if not contested will only be a matter of a few formalities — the BCDC will have the power to demand a permit from boat owners for any “substantial change in use” which includes any “alteration over \$50,000” and “any change in general category of use”. For example, if you wanted to cease being a liveaboard and move to land, technically you’d have to first get a permit from the BCDC.

Bay Area Boater’s vice chairperson, Debbie Eldredge contends that firstly, the BCDC doesn’t have any jurisdiction over navigable vessels and secondly, that the amendment is arbitrary and capricious. The amendment very clearly is aimed at one group of vessels even though the legal verbiage doesn’t exclude all the other vessels.

“Our attorneys say we have a good case,” said Eldredge. The Bay Area Boaters intends to file a lawsuit against the BCDC before the amendment becomes state law. Getting an immediate injunction against the BCDC’s new amendment would be the first thing the lawsuit would do.

Eldredge said the BCDC kept flip-flopping during the years of debate and discussion in their search for the legality to control liveaboards, so it was difficult to take a course of action in defense. But now, with the amendment passed, the BAB feels they can fight back.

“The only thing holding us back now is money for legal fees,” says Eldredge. It will cost about \$20,000 initially. If the BCDC appeals, it will cost more. So the BAB is asking for support.

“If all the liveaboards each contributed \$50, we’d have the initial amount,” said Eldredge. But she cautioned, “This thing will affect all boaters if it becomes law, so we’re asking everyone for help.”

Contributions can be sent to Bay Area Boaters, Box 5457, Redwood City, CA 94063. “Everybody’s going to have to pitch in,” said Eldredge.

The BAB has also set up an information net on VHF Wednesday evenings at 2000. They announce it on 16 and switch to channel 70.

The American Civil Liberties Union (ACLU) was called to find out if they

cont’d on next sightings page

SIGHTINGS

fighting back! — cont'd

could help. But the unidentified ACLU spokesman said that having "only three attorneys for Northern California", they're limited "to basic constitutional issues — class action suits".

tallships going and coming

Two out of the three tallships scheduled to arrive in the Bay April 6 passed under the Golden Gate right on time. As befits such occasions, the Canadian schooner *Bluenose II* and the Danish schooner *Jaqueline* were greeted by a veritable armada of classic and modern sailboats. Among the more notable escorts in attendance, for size alone, were *Fair Sarae* and *Wanderbird*. The no-show was the state tallship *Californian*, which apparently damaged her bowsprit down south and was delayed.

For *Bluenose II*, San Francisco was just a stop along the way. After a few days, the 161-ft two-master departed for Vancouver and the opening of Expo '86. The Canadian-built *Bluenose II* owes her name and existence to an old Gloucester fishing schooner of the 1800s. Back in the good old days, the first schooners to return from the cod banks, got the best prices. And from what we understand, hardly anybody ever beat the beautiful *Bluenose*. It was kind of the *Summertime Dream* of fishing schooners. Anyway, *Bluenose II* is an authentic recreation of that famous ship.

The other ship, the *Jaqueline*, was coming to her new home. Robert Poe, master developer for the Marina Bay community in Richmond, purchased the 120-ft three-masted topsail schooner last year. For the last six months or so, she's been making her way here from Denmark, where she was built at the Ring Anderson yard in 1942.

"This ship has an interesting history right from the start," says Marina Bay harbormaster, Alan Weaver. "One of the main reasons it was built was because the yard didn't want to build German minesweepers. So they'd invent these 'little projects' to keep busy."

Alan sailed up with the ship from Panama. We asked him how the experience compared with sailing aboard his usual Bay Area mount, Bill Twist's



LATITUDE 38/JOHN R

Above, 'Jaqueline'. At right, 'Bluenose'.

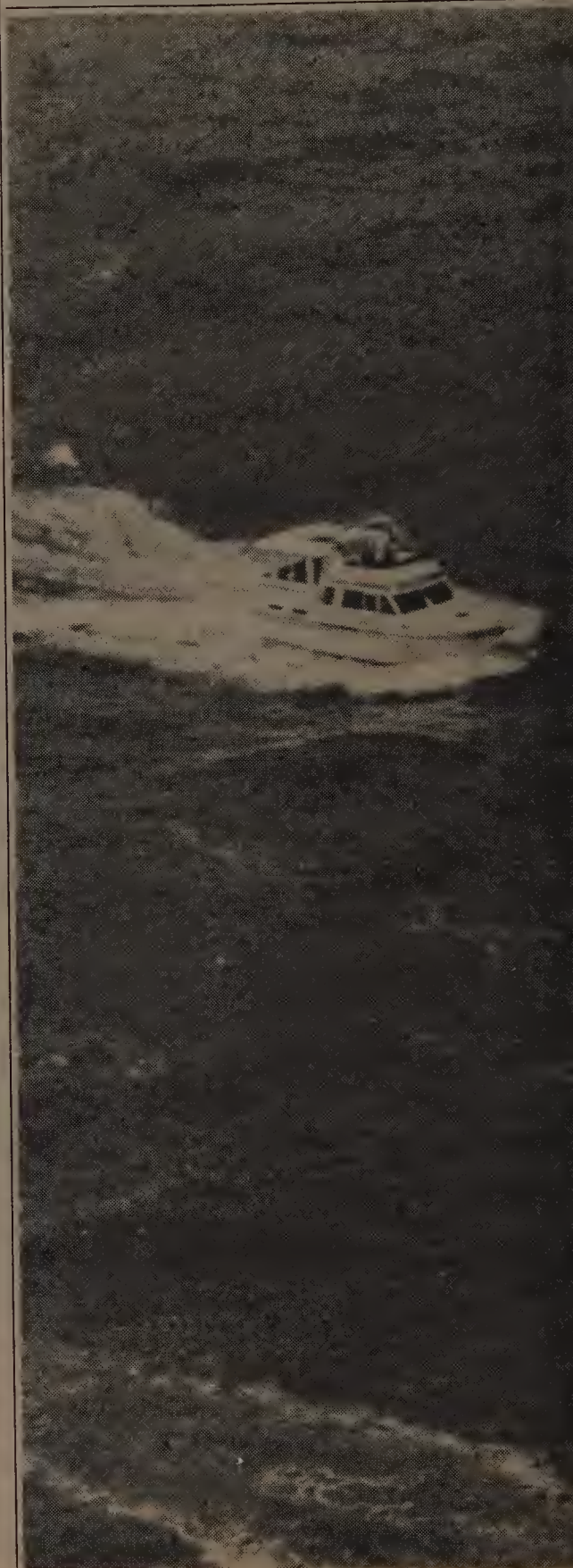
IOR greyhound, *Bladerunner*.

"Well, these puppies don't go to weather and they don't surf," says Alan. "There's also so much windage in the rigging that they won't motor straight into it if there's any breeze. But they can move. This ship will do over 12 knots in the right conditions. Hey, there are a lot of sailing records set by ships like this that have never been broken. Sailing something like this is just a totally different experience."

cont'd on next sightings page

the old

We understand that many of our readers have boats they've owned for years and would never dream of selling. That's great. But authorities say it's good to have a change of pace from time to time. So if you've been content sailing Bay waters in your Cal 20 or Coronado 25 for the last decade, perhaps you'd be interested in trying a larger boat for



change up

a week or so in warmer waters.

A good outfit through which to charter such a boat is Halsey Marine Limited in London. They offer a wide selection of charter boats, from which we've carefully chosen the following three examples:

Arrayan is an aluminum 90-ft Vaton
cont'd center of next sightings page

going & coming — cont'd

Jacqueline has already adapted well to her new roll as flagship of Marina Bay, taking several VIP parties for sails during April. Long range plans call for her to be berthed in front of a yet to be built restaurant in the new complex. Happily, the ship will be more than just a static decoration. Although not available for charter because of her foreign-built hull, the *Jacqueline* will keep active by taking groups of people out for Bay sails on a regular basis "to let them experience what it's like," says Alan. "Since I've gotten back, lots of plastic boat racers have expressed an interest in sailing onboard."



LATITUDE 38/SARAH

sjovind finds love in the classy classifieds

Jim Eakin placed the following "Classy Classified" in the February edition of Latitude 38:

	\$5,200. Will consider all offers. Jacqui 408-3400 days, Ted 461-6026 evenings.	head, to \$29,000.
bln gas ational dwood -9410.	63-YEAR-OLD RETIRED MAN Looking for mature active woman who would like to live in Mexico and share exploration, understanding of Baja and mainland land, sea and culture. Please write to: Jim, SJOVIND, Apartado Postal 290, Marina de la Paz, Baja California Sur, Mexico. ZP 23600.	24-ft Col job, new good sh
10 cash ts, ins., 9 eves.		Swing ki
	21-FT AQUARIUS SLOOP — \$2,995 With traller. Sleeps 4. Head, galley, CB, stereo, good sails. Shallow 12" draft with centerboard up for easy launching and	S.F. Pel rebuilt t

Eighteen days later he met 60-year-old Helen Thomas from Mountain View. She responded to Jim's ad on the encouragement of a friend.

Thirty-one days later, on March 31st, Jim and Helen announced their engagement in La Paz, Mexico.

Looking like two teenagers in puppy love, Helen and Jim said they're



Classy couple.

planning a June wedding and then cruising around Mexico together aboard Jim's classic wooden yacht, *Sjovind*.

Gazing up at Jim's silver hair, Helen said, "There may be snow on the roof but there's plenty of fire in the furnace."

the right stuff

The day after authorities pulled up more remains of the Challenger astronauts, the University of South Carolina College of Journalism announced the names of the 100 journalists who are candidates to be the first "journalist-in-space".

As we see it, the three candidates with the inside track are all journalist/sailors. They are CBS New's retired anchorman, Walt "That's the way

cont'd on next sightings page

old change

design which, because of its twin six-cylinder turbo-charged diesels, powers almost as fast as it sails. There's room for you and seven of your closest friends without forcing any of the crew of five to sleep on deck. Naturally there's color TV, video, laser stereo, all the navigation gear and world-wide radio communication. *Arrayan* is licensed to begin charters in French Territorial waters.

If you'd like something a little larger, there's always *Felicita*, a 128-footer designed by Dick Carter. Displacing 197 tons, this twin decked beauty has room for ten guests and the full crew complement of six. Of course it has all the bells, whistles and toys; not to mention the fact that each of the five double staterooms have a bathroom (not a head?) *ensuite*. As one would expect, "All linens, towels and robes for guests are by Pratesi."

If you had a bad childhood and thus feel the desire for a power vessel, may we suggest the 193-ft *Marala*. Sure she was built

calling

Does anybody know the current whereabouts of Norton Smith?

Norton was a very successful ocean racer. Early on he took his Ericson 41 in one of the last Tahiti races. Then in the initial Singlehanded TransPac he set the course record of 13 days with the Santa Cruz 27, *Solitaire*. That record still stands. He and a group of charterers later set a Pacific Cup record when they raced *Merlin* to Kauai.

But Norton got most of his international acclaim for winning the Mini-Transat, a race from Portsmouth, England to Antigua by way of the Canaries, for singlehanders in boats under 20-ft of length. Norton won honors in that race with a custom boat designed by Tom Wylie that was called *American Express*.

Actually, *American Express* is our reason for wanting to contact Norton. The boat has been lying idle in East Ipswich, England for a couple of years and going to seed. There's a potential buyer for the boat if Norton can be located.

Last we heard Norton had given up sailing for organic farming in Oregon. Can anybody help with an address?

publisher sets

Dodge Morgan, publisher of the weekly *Maine Times*, smashed the non-stop singlehanded solo circumnavigation record when he crossed a Bermuda finish line on

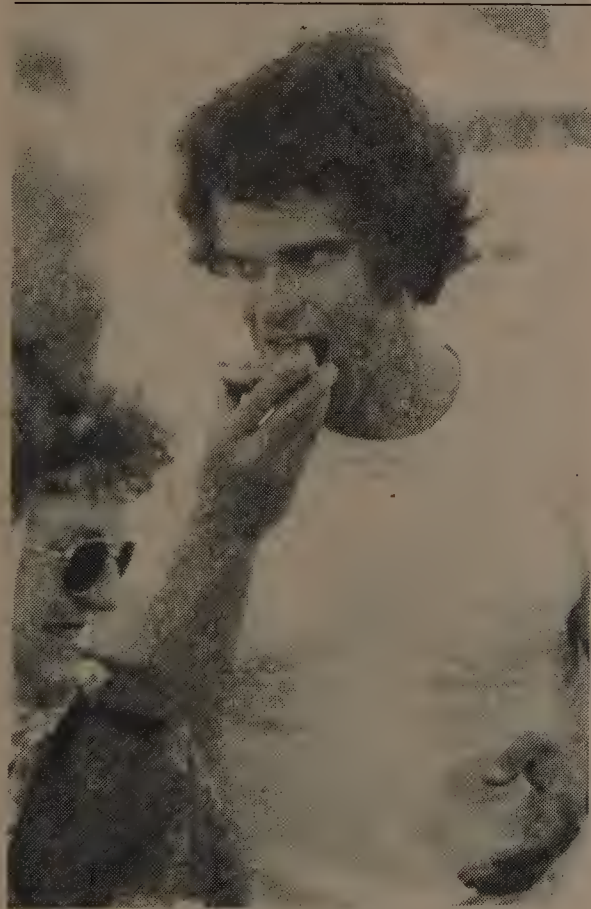
— cont'd

way back in the 30's, but her 18-man crew are experienced at keeping her afloat. And if she were to sink, well there's a veritable armada to get you ashore: a cigarette speedboat that does 65 knots, a Bertram that does 38 knots, a Donzi that does 55 knots, a Mako that does 40 knots, a Boston Whaler, two windsurfers and two rowing dinghies.

Now you're probably saying, "That sounds great, but don't such boats cost a lot of money?" Heavens no. As they always say, "It's surprisingly affordable." *Marala*, for example is just \$38,500 a week. *Felicita* is 'only' \$40,000. As for *Arrayan*, she's 112,000 a week, but that's French francs which haven't been worth much in the last few years.

So there you have it. Either you can continue to sail your good 'ol boat on the Bay as you've happily been doing for years, or you can mortgage your future for a week of sailing in the Med.

norton smith



LATITUDE 38/RICHARD

singlehanded record

April 11. The 54-year-old Cape Elizabeth, Maine resident covered the 27,000-mile course in 150 days and one hour and some

cont'd center of next sightings page

classy love — cont'd

it is" Cronkite; ABC's former correspondent, Geraldo Rivera; and the *San Francisco Chronicle's* sailing writer, Kimball Livingston.

When they learned of their selection, Cronkite and Rivera made predictable comments. Livingston's reaction was much more interesting and lively: "I'm excited. I'm elated. I'm going out and buy a Corvette, just like John Glenn."

Honestly now, is there any question of who ought to be the first journalist-in-space? Ninety-seven of the candidates don't sail, so they're out of contention. And Cronkite and Rivera are boring, so that leaves Kimball Livingston.

We can see his first dispatch: "Blast off was a kick, but not nearly as exciting as winning Class A in the TransPac with *Zamazaan*." And the second, "Re-entry would have made me anxious had I not previously singlehanded around the Farallones in a Santa Cruz 27."

Good luck, Kimball!

new tune for old horn?

What do you do if you're a couple of miles outside the Gate, a thick blanket of fog envelopes your boat, and you don't have a Loran?

This was exactly the situation faced by many of the competitors in the Singlehanded Farallones Race two years ago. Some played it conservative, and spent the night outside the Gate waiting for the fog to clear. Most skippers, however, used other instruments to navigate back inside the bridge.

Given a depthsounder, a chart, a tidebook, a boxed compass and an original fix, in calm weather it's usually not that hard to enter the Gate in even the thickest fog. Such entrances will have gotten the old adrenalin pumping, however.

Usually you can start to relax when the sound of the mid-span fog signal on the west side of the Golden Gate Bridge gets painful. You can hear the 2 one-second blasts every 40 seconds from as far out as five miles, so you really can't start smiling with relief that you're home until the noise hurts.

We don't know how many blasts that mid-span signal has hooted out over the years, probably several hundred thousand. After such prolonged use, such signals require maintenance and new parts. Now the problem with the mid-span signal is that they haven't manufactured anything like it in 20 years, so parts are getting as hard to come by as mizzens on sloops. Thus the Golden Gate Bridge District and Cal Trans are proposing that the signal be replaced with an air horn. The signal and characteristic would remain the same.

Since the matter of the mid-span fog signal has been broached, the Coast Guard is requesting comments from mariners on the signal; specifically about its range and the suitability of its characteristic. If you have a comment, submit it to: Commander, Twelfth Coast Guard District, Bldg. 51-3, Coast Guard Island, Alameda, CA 94501-5100.

The Coast Guard is also considering reducing the nominal range of the Alcatraz Light from 22 nautical miles to 14 nautical miles. The reasoning is that the Alcatraz Light is not a major seacoast aid to navigation — the San Francisco Bay entrance is marked by the Point Bonita Light and the Mile Rocks Light — and is brighter than necessary for inside the Gate navigation. You can comment on this proposed change if you can get it to the Coast Guard prior to March 30 — a neat trick if you can pull it off.

As far as we're concerned they can replace the Gate fog signal with an air horn as long as it has the same range, characteristic, and timbre, but they ought to leave that Alcatraz Light alone. The reason is that after having sex and flopping over on their backs, many Sausalito and San Francisco residents have always been able to reply on the faint glow of the Alcatraz Light sweeping periodically across the ceiling and wall. When accented by an occasional blast of the Golden Gate mid-span signal, it was about as romantic a scenario as available in Northern California. If the Alcatraz Light is diminished in intensity by about one third, far fewer expressions of love are going to be punctuated by that gentle reminder of sailing and the sea. What a shame that would be.

SIGHTINGS

south, way south

When American yachties say they're going south, usually they mean places like Mexico, Costa Rica, Panama or Hawaii. Virtually never are they referring to South America. But according to the couple in the photo at right, Ernani Paciornik and Maria Simoes, this is not the case with the Dutch, French and other Europeans. They say scores of them sail down to Brazil with the intention of staying for a month or two — and end up remaining for a year or two.

Ernani and Maria are in a good position to know, for not only do they live aboard their Ron Holland designed 40-footer in Rio de Janeiro, but they also publish *Mar, Vela e Motor*. For those of you rusty on your Portuguese, that's *Sea, Sail and Motor*. The couple started their own sailing magazine four



LATITUDE 38/RICHARD

Ernani and Maria.

years ago, and subsequently acquired the motorboat magazine from a big media organization. After combining the two publications, they now have the only nautical magazine in Brazil.

Yachting is not a big sport in Brazil, where inflation is roaring along unabated and the average income is \$50 a month, but it is growing rapidly. There are about ten marinas in Rio and a number of mooring areas. In addition — and even better for those who enjoy solitude — are the countless little coves which dot the Brazilian coast. Maria calls them "marinas built by the hands of God".

Our friends from Rio couldn't give an exact figure on the number of recreational boats in Brazil, but guessed somewhere in the 10,000 range. They estimate in Rio alone there are some 300 boats 40 feet or longer. Since it's always summer in Rio, which is virtually on the Tropic of Capricorn, the boats are used all year round. Shorts and tiny bikini's are the sailing togs of choice, both during the day and the warm evenings. "The sailing around Rio is just wonderful," the two exclaim in unison.

There is racing in South America, most of it under the auspices of the Rio YC in Rio and the Yacht Club of Argentina which is located in Buenos Aires. Some of the boats that race were built in the United States or Europe, but most of them in Brazil or Argentina, the latter home to the man who is currently the world's foremost maxi designer, German Frers. German's son is

cont'd on next sightings page

singlehanded

change.

According to a spokesman for Morgan, the previous non-stop record was 292 days — almost twice as long — set by Chay Blyth way back in 1971. Until recently, records for such sailing accomplishments were only sporadically kept and subject to frequent errors.

Morgan made the trip in *American Promise*, a 60-ft cutter. If it's correct that he covered 27,000 miles, it would truly be a noteworthy achievement, for it means he would have averaged 180 nautical miles a day or 7.5 knots an hour. That's on the verge of being unbelievable.

sailing keeps

Every few months we get an interesting letter from 'Doc' Schmidt of Oakland. Just for the heck of it, we thought we'd track Doc down and find out a little bit more about him.

We discovered that despite being 74-years-old, he still rides his bike seven miles every day from his home in Oakland to his 17-ft Silhouette, *We*, at the Alameda Marina. Doc loves to sail. But then Doc loves everything he does.

Grandpa Doc — a sailor, pilot, former race car driver, poet, artist, photographer and musician — says he likes to keep busy. Given his wide interests, he has little trouble at it.

Doc claims that he saved one of his sons' marriages by teaching him how to sail. The son's wife was mad because her husband spent all his time flying. "It's either me or the plane," she threatened. So Doc took his son sailing and gave him some fatherly advice:

"Go sailing. It's just like flying. You already know all about lift and drag . . . it's the same idea. And it's something you and your wife can do together," said Dad. The son took his father's advice; he bought an O'Day 27, taught his wife how to sail, and the marriage was saved.

Now Doc's entire family — which includes three sons, three daughter-in-laws, ten grandchildren and two great grandchildren — sail on Lake Winnebago near Doc's old hometown of Appleton, Wisconsin.

Some of you sharp-eyed readers may have noticed that the accompanying photograph is not of a 74-year-old sailor. No, it's a picture of Dawn, one of Doc's granddaughters and a member of the Silver Bullets rock'n roll band. Doc figured readers would rather look at a photo of her than him. Sailing's obviously kept his mind sharp.

record — cont'd

As is common with singlehandlers, Morgan told reporters that at times his spirits were as low as they'd ever been in his life. He managed to carry on by just taking one hour at a time — much like the way mountain climbers reach the peak by just taking one step at a time.

Morgan said he enjoyed the solitude and the truths that become clear when alone at sea. He also discovered that he likes being a part of the human race, and thus was not unhappy at the crowd of 500 that greeted him at the dock at St. Georges. During the 150-day record-setting trip, his ham radio conversations became his social life.

the doc happy



DOC SCHMIDT

way south — cont'd

currently building a carbon fiber/kevlar one tonner in Sao Paulo.

The big races in South America include the Salvador to Rio Race, held every other year. This 750-miler is virtually always a spinnaker run in 20 knots of wind — "Perfect conditions!" — although it only draws about 12 to 13 boats.

The Buenos Aires to Rio Race, despite the fact it's a 1200-mile beat, draws about 30 boats.

The Santos to Rio Race, a 230-miler, is the most popular with 85 to 90 entries.

Brazil used to be the finish line for two international races. One was from Sydney to Rio by way of Cape Horn. The only time the race was held, three boats entered and one of them broke down right away. Due to lack of interest, the race has faded from existence. There also used to be a race from South Africa to Rio, sponsored in part by the two governments. That race is no more, after a Brazilian naval vessel pulled into Cape Town and the wonderfully hospitable South Africans refused to let a Brazilian black come ashore. The race's existence was probably not helped either when the winner of the last Cape Town to Rio Race, skippered by Peter Kuttel who's now doing the Whitbread as *Altantic Privateer*, indulged in perhaps excessive drinking and mooning of Rio YC members.

Of course the French and Dutch cruisers don't come down to Brazil to race, they come to cruise. And what cruising there is! Ernani and Maria highly recommend the Angra dos Reis group of islands some 80 miles from Rio. All counted, there are 365 islands in this group, which means that most times there is an island for every day of the year. While the winds are said to be a little lighter than other parts of Brazil, there is fabulous swimming, fishing, diving and laying about on white sand beaches.

Another excellent cruising region is the archipelago de Fernando de Noronha, which is located just about on the equator. Again, there are many beautiful islands with great sailing fishing and diving. Ernani and Maria assure us that the local people are very friendly and like visitors. Many of the fishermen work from home-built sailboats, and while relatively poor, they take great pleasure in sharing the delights of the simple life: good fish, music, talk and a little to drink.

Cruising from the archipelago de Fernando de Noronha to the mouth of the Amazon is not a good cruising region, mostly because of extreme tides not found elsewhere in Brazil. The Amazon is another story. Ernani has no interest in trying to take a boat up the mighty Amazon, but Maria, who was born hundreds of miles upriver, would like to give it a go in a full keel boat or trimaran. "A fin keel boat would not be suitable," she says, "because so many huge logs are floating down the river."

In addition to the few places mentioned here, almost the entire coast of Brazil is said to make for excellent cruising. Currently there is no cruising guide to Brazil, but a Portuguese/English version is being prepared now and should be available soon.

revisions, revisions

In the April issue we noted that four cities in Marin County had formed the Richardson Bay Regional Agency, its purpose being to get the Coast Guard to turn Richardson Bay and Belvedere Cove over to local regulation.

The original proposed ordinances called for the prohibition of anchoring unless a permit had been obtained ahead of time. This struck us as being officious and outrageous, since Richardson Bay and Belvedere Cove have always been free anchorage.

The original proposed ordinances have since been revised, slightly for the better. As they now stand, you'd be able to anchor for 72 hours without getting a permit. After 72 hours you'd need to pay "a modest fee" for a permit.

While the maximum stay would be up to the discretion of the harbor-

cont'd on next sightings page

SIGHTINGS

revisions — cont'd

master, living aboard at anchor, for more than 30 days, would be prohibited. The only exception would be for transient vessels where the harbormaster had determined the intent was not permanent residential use.

Owners of private moorings which existed prior to the adoption of the proposed ordinance would not have to get a permit; just register with the harbormaster. This does not mean that you can throw down a railroad car with a chain on it and claim to have a mooring — you've got to own the land under it. Thus most of the existing moorings would be eliminated.

cont'd on next sightings page

liberty

Looking for something to do Fourth of July weekend?

Well, consider joining the boats celebrating the Statue of Liberty's centennial in New York Harbor that weekend.

Lonely? Afraid you won't have anyone to go with? No problem. Half a million people



weekend

on 40,000 boats will be there, too. The Coast Guard and Port officials expect three times the number of boats ever gathered in New York Harbor before.

Afraid you won't be able to afford a berth in New York? Not to worry. There won't be enough anyway. New York Harbor dock

cont'd center of next sightings page



LATITUDE 38/RICHARD

revisions — cont'd

The proposed ordinances come up for review once again in mid May. If you can get your comments to Carol Williams, Marin County Planning Department, Civic Center, Room 308, San Rafael 94903 prior to May 10th, she'll see that the Board reviews them.

When the RBRA comes up with their final proposed ordinances, they will present them to the Coast Guard for review. The Coast Guard will review them, and then probably open the question of turning Richardson Bay and Belvedere Cove to public comment.

If the Coast Guard gives their approval — this would be a number of months down the road — marker buoys would be set in place to indicate the area set aside for anchoring. The RBRA would contract with the city of Sausalito to manage the anchorage, which would include fire and police protection. Sausalito has a motorboat for this purpose. The budget for such an operation would be "up to \$100,000 a year", said Williams.

Would there be mooring buoys, a dinghy dock or shoreside restrooms? We're told that ultimately that would be the plan, but certainly those things would not be available in the near future. The planners are banking that one of the Sausalito's private marinas will want to make some major change, in which case it would not be approved unless a public dinghy dock were included.

If you want our opinion, we think it's an "up to \$100,000 a year" waste of money just to keep people from sleeping on their boats. In that respect it ranks right up there with the Pentagon spending \$700 for a hammer in the waste of government funds. The RBRA says the other reasons for local jurisdiction include the eliminating of hazards to navigation, clearing the channels and because there's enough places to anchor elsewhere. They've got to be kidding.

If the proposed ordinances and fee schedules were to also include a budget for a dinghy dock, mooring buoys and restrooms, we might be able to go along with it. But \$100,000 a year to solve a pseudo problem? That's just bad government. When the time comes, we hope you'll join us in petitioning the Coast Guard not to turn Richardson Bay and Belvedere Cove over to the RBRA.

why knot?

Can you identify the knot in the photograph?

Hopefully you can, as it's one of the most frequently used knots in sailing. It's the Gargantuan Gorgonian Bowline, used all the time in the southern hemisphere for securing llamas to the deck when jibing red radical cut spinners in over 20 knots of wind while sailing east.

If you end up with something like this when you're trying to tie a clove hitch or a Spanish burton, we've got just the thing for you, the Knotting Extravaganza to be held in Greenwich, England on June 21.

This big event is sponsored by the International Guild of Knot Tyers. Formed in April of 1982, it already has several hundred members worldwide.

Attendance at the Extravaganza will probably be the only chance you'll have in your entire life of seeing over 4,000 different knots, bends, hitches, splices, lashings, and plaits. Included are Chinese priest cords, hangman's knots, cat's cradles and cowboy lariats. And let's not forget bondage and wine-maker's bottle slings, knots for jogging shoes and magicians' tricks, patented knots and even newly invented ones. Who knows, maybe there will even be a few sailing knots.

Knot tying — and this may come as a surprise to some of you — is knot a trivial skill. The Incas of Peru used knots to make suspension bridges to cross Andean chasms. Cavemen tied knots long before they used fire or made a wheel. And there's no way Sweet Okole could have won the 1981 TransPac without knots.

So we'll see you in Greenwich on the 21st.

SIGHTINGS

two out of three ain't bad

It's been a great winter season for John Kostecki of San Francisco.

In February he won the J/24 Midwinters in Florida, certainly one of the most competitive J/24 races in the world.

The following month he won the Etchells 22 Midwinters. That was also held in Florida, and was also a very tough event.

Then in April, Kostecki — along with crewmembers Will Baylis and Bob Billingham — were the top American boat in the Soling Nationals, although they did finish second to Canadian, Han Fogh.

It would have been noteworthy had Kostecki placed high in just one of the three events. To walk away with two firsts and a second in three such very competitive classes is a tremendous achievement. He and Paul Cayard, who sails Stars, 12 Meters and IOR boats, are certainly two of the best skippers in Northern California and the world.

The excellent Soling finish was important for Kostecki, Billingham and Baylis, because it assures that they'll receive some funding to participate in an international Soling Regatta in Germany this June and Ted Turner's Goodwill Games in Moscow during the month of July. These events are considered the two big pre-Olympic regattas for the Soling class. Kostecki, Billingham and Baylis have a Soling Olympic gold medal as their goal, and have already sacrificed greatly in the pursuit of it.

Kostecki, who is only 21-years-old, is not of independent means, and has had to rely on contributions to keep his superb Soling Olympic campaign afloat. If you'd be interested in helping this deserving young skipper in his Olympic effort, you can do so by making a tax-deductible donation to the non-profit San Francisco Bay Sailing Association. Call 388-9605. In an era where million dollar corporate contributions to 12-Meter efforts are commonplace, even a \$50 donation to this dedicated Olympic effort would be appreciated.

classic car and boat show

Saturday, June 7, the San Francisco YC in Belvedere will launch their 4th Annual Collector's Car and Boat Show which, if the past three years are any indication, will be a scene not to miss.

Thirty classic yachts, both sail and power, will gather so that their owners can show them off, party, dance to dixieland, and wear straw boaters and old-fashioned yachting costumes. The show — one day only — will run from 10 a.m. to 5 p.m. on June 7. Admission is \$6 adult, \$3 children, and proceeds go to the club's Junior Sailing program.

There'll be popcorn and hot dogs, soda and drink stands, a strolling dixie band, bright bursts of balloons, vintage runabouts, and collector's cars and antique motorcycles displayed on the club's lawn. Hourly interviews with exhibitors will touch on the fine art of restoration and maintenance. Keeping these old, tired and often neglected yachts in mint condition is a task requiring dedication, skill, a dash of foolishness and a big pocketful of money — but it all seems worthwhile looking out over the docks at Belvedere Cove filled with fine old vessels with pennants flying, bronze and brightwork gleaming. As one little kid put it last year, "Mommy, look at all the luxury!"

Two of the yachts to be on display saw the turn of the century, and despite their age, can still pound around the marks in the Master Mariner's Regatta. On the other side of the coin is the new *Tule Princess*, a sidewheeler built in 1982 with a walking beam engine fashioned after an 1851 design. Schooner *Yankee* will be on hand. She was built at the present site of the Marina Green in 1906. Rumor has it that she fell of the builder's cradle in the Big Quake, but Dick Ford, fourth generation owner of the schooner says, "well, it's a good story . . ."

Other boats at the show will include:

Groote Beer, a 75-ft North Sea "Botterjact". She was commissioned in 1938 by Goering, Hitler's Air Marshall. The shipwrights, fearing that labor camps awaited them when they finished the project, continued to work until

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liberty

space has been reduced by 50 percent since Operation Sail in 1976 when a mere 10,000 boats arrived.

"It will be wall-to-wall boats," said one Coast Guard official.

Afraid your boat won't be shipshape for the maritime parade? That's not problem either. They expect vessels of all size, shape and condition, from tugs and barges to an outrigger canoe from Micronesia.

Concerned that you won't know your way around the harbor? No problem. The 300 Coast Guard vessels will have specially designed fluorescent signs that will flash

big ship

Here are two encounters with big, offshore vessels and tankers, taken from my logbook while sailing off the coast of California and Mexico. Two separate incidents that may show your readers a different aspect of the problem labeled: "ship-killers".

On January 17 and 18 of this year, Sharon Stalko and I sailed a Lancer 30 from Santa Cruz Harbor to Ventura Harbor. We'd waited for favorable weather, so it was basically an uneventful voyage until we got to Point Purisima. There we encountered thick fog and increasing wind and seas. With limited visibility I mistook the lights of an uncharted drilling rig for a ship. On the radio I called, "The vessel off Point Arguello north-bound, I'm a small pleasure vessel south-bound, do you have me in radar contact?" With this request I got three replies from three skippers and finally figured my mistake.

I then received help from these skippers on position and dangers enroute. The tanker *Texaco Minnesota* was north-bound, a tug with tow was south-bound and a research vessel towing a three-mile cable was astern and gave me a radar fix near the oil platform. I then figured a "guesstimate" on my position and relayed to the *Texaco Minnesota* north-bound that I would be off Pt. Arguello within 30 minutes and could we stay in contact? With this confirmed, I asked to pass port-to-port, as I wanted to stay farther offshore.

I also found that I was overtaking the tug and its tow, despite reducing sail all the way down to only a double-reefed main. When we sighted lights ahead, we got on the radio again. My crew talked to the tug with tow and we passed his port side safely. When it was time to check-in with the tanker again,

— cont'd

messages like, "Stand by, you are about to be boarded by the Coast Guard".

Now, if all this doesn't appeal to you, you can leave your boat in California and reserve space on one of the many charter vessels that will be available. The going rate for the four-day "Liberty Weekend" is about \$1,000 per person.

Or, you can take your boat to Paradise Cove, plug in your portable TV and watch the parade and madness on the tube. Or better yet, leave the TV at home, take the boat to Paradise Cove and simply enjoy the wonders of nature.

bevolence

he confirmed he was abeam of Arguello and had a small radar target offshore, abeam, three miles farther out. I had to assume it was us and believed I saw the light at Arguello for a brief moment through the fog.

Towards land, a sizeable vessel (I believe a crew-boat), approached and flashed its spotlight. On the radio they warned of the Huntington Drilling Fields as a hazard dead ahead and advised a farther offshore course. I complied and remained on stand-by on channel 16. Soon another sizeable vessel did the same routine and again I called and found I was clear of the danger and that skipper, in broken English, asked if I wanted a position fix. Does one turn down a fix? No! He stayed behind us, like a mother hen, and after a few minutes called back and gave me his position and the bearing to Conception and wished us good luck. The tanker, *Texaco Minnesota*, at that time came back and advised that we would have clear weather after Point Conception. The remainder of the voyage was again uneventful and less intense.

I do not consider myself lucky to have avoided trouble in these or similar instances. But I also do not assume that I will show up on a big ship's radar, especially in heavy seas. If I'm in doubt, I call. These and other skippers have all been more than helpful once I let them know who and what I am. I've found that many captains have had small boats and understand the problems of both. A few final thoughts about mixing small boats and large vessels on the same patch of sea: Pleasure boaters don't need to pass a test to leave the harbor; masters do. Learn seamanship and stay alert!

— doug mueller

classic car — cont'd

every possible piece of wood had been finished to the finest detail. The yacht features a profusion of elaborate carvings, twin dolphins form the stair railings, carved moldings and cornices are throughout, and the fireplace is of Delft tile. The craftsmen succeeded in their plan, and *Groote Beer* was not launched until after the War.

Sixteen classic motor yachts ranging from 26 to 96 feet will be on display, and that's a lot of teak. The 86-foot *Suisun*, built in 1914 for the Army Corps of Engineers, has been restored to its original opulence, and today one could well wonder what a "government survey and inspection boat" was doing sporting teak, bronze, bevelled mirrors, mohair cushions, steward call buttons in the cabins and hot and cold running water! Right alongside, and just as proud will be the jaunty little *Monterey St. Erina*, owned by a Sausalito fisherman who fished her up and down the coast and lived aboard for 54 years until his death in 1978. Present owner Capt. Jim Nolan keeps her in mint condition, and at the show he'll fire up her original Hicks engine, a showpiece with gleaming bronze rods and parts. The crowd will be able to



'Pegasus': gracious dining and Humpback whales.

watch the green flywheel going 'round and listen to the distinctive noise of a Hicks "one lugger".

There'll be two yachts with an extensive cruising past; the 68-ft ketch, *Pegasus*, which sailed in the South Pacific on filming charters, collecting data on humpbacked whales, and occasionally entertaining potentates. Her in-

cont'd on next sightings page

SIGHTINGS

classic car — cont'd

terior is so elegant it was featured in a *California Living* article on gracious dining. And *Seraffyn*, the 24-ft Lyle Hess cutter which was the subject of six books by Lyn and Larry Pardee as they sailed her around the world over a period of eleven years.

"All that luxury" ought to provide a pretty good show on June 7th — it's nice to know that so many old and gracious yachts are still being treated with tender loving care.

— annie sutter

the delta situation

The wrath of winter storms has passed, and we're delighted to report that 99 percent of Delta marinas and resorts have resumed normal operation.

Hardest hit were the Sacramento and Mokelumne River areas. The Tyler Island levee did break, causing a fair amount of agricultural damage in the tract, but the levee has been repaired. Resorts along the Mokelumne River — Wimpy's, New Hope Landing, Walnut Grove, Viera's (on the Sacto River), plus seven or eight others — had serious water damage.

Popular Giusti's Resort suffered the most; its septic tanks were underwater.

The once submerged roads leading to Walnut Grove were reopened in early April. All resorts expect to be open by May — except for Giusti's which plans on reopening in June.

Some locals have sighted new sandbars in the Sacto River near Rio Vista. The owner of The Point restaurant described the location of one as thus: "The area directly across the river from Sandy Beach Park." Since this is just a short distance from his restaurant, if you do hit that sandbar and look like you'll be aground for a few hours, you might mosey over to the Point for the famous "Nooner Special". Served anytime, it's a \$3.00 all day sucker; a 2.75-ounce Beefeater martini. The food is good, too.

The winter storms had remarkably little effect in the San Joaquin River area. There was little damage beyond that caused by high water.

A change for the better on the San Joaquin side of the Delta has taken place at Boyd's Harbor, a sailboat haven near Frank's Tract. The Rusty Port-hole restaurant there has been refurbished and transformed into a lovely dinner spot, complete with a liquor license.

A cozy little anchorage that gets little press is Westgate Landing, a county park located on Little Potato Slough on the other side of the Terminous Bridge from Tower Park Marina. It has slips, restrooms and a picnic area. It is small, so groups with seven or more boats may not find enough room on weekends.

The two definite 'maybes' in the Delta are when the dredging of the Sacramento Deep Water Channel will begin and when the Ryer Island Ferry will resume service.

Whether you're heading to or from the Delta, Benicia Marina can now be entered without fear of running aground. The entrance and turning basin were dredged in February and the water depth at mean low water is reported to be six feet. The new harbormaster at Benicia is Sally Ryan. If you're planning a club or group cruise to Benicia, Liz O'Reilly is the one to contact.

The Delta is becoming increasingly popular with boardsailers. The 2.5 mile stretch of water between Decker Island and Rio Vista, and to the northeast of Decker Island have become hot. Everyone congregates at Glass Beach, an unmarked spot off Highway 116 downstream from Rio Vista. There's always a small crowd in the parking lot, which itself is a great place to watch the experts perform in the strong breezes of summer. Tamer boardsailing is available across the river at Sandy Beach Park.

The Delta's in good shape, so plan your trip to Miami Beach West, but remember to bring your own lounge chair and plenty of suntan lotion.

— lynne orloff-jones

if clint

"I know what you're thinking, punk. Did you make me tack five times, or was it six? To tell you the truth, in all the confusion, I lost track myself. Let me just remind you that this boat has one of the sharpest bows made, and at this range, it will blow the cockpit seats right out of your Sheilds.



were a sailor

"So do you feel lucky, punk? Yeah? Then hold your course just a little longer next race. It'll make my day."

(Actually, Clint was a few hundred miles south, being sworn in as Mayor of Carmel, when Glen Lindsey's *Patriot* got T-boned off Monterey.)

sailors should die at sea

And not suffer from the infamous slings and arrows of some outrageous fortune that randomly selects a mutant cell; that slowly makes a young man old; that surely steals the essence of his being.

My friend Bob Sloan died in March, and though it was not under those more desirable circumstances, the rest of the story is of a more joyful nature. For thanks to his beloved and much loved wife, Monica, and the tireless, though terrible work and support of Jim Harris and a network of friends that wove themselves around him over the years, his wishes were carried out to

cont'd on next sightings page



LYN HAYES

SIGHTINGS

die at sea — cont'd

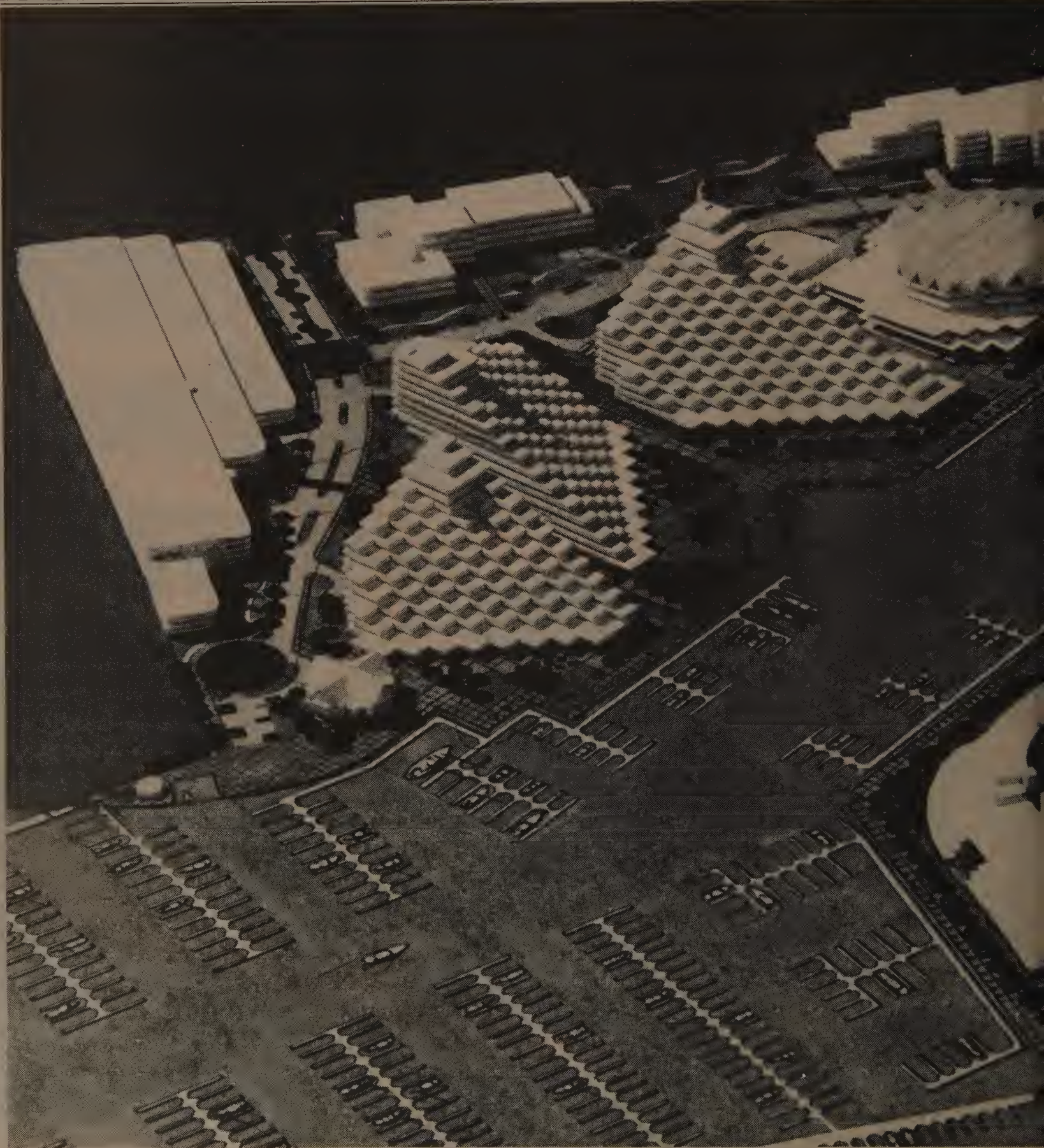
the letter.

Monday morning, March 24th, 1986 at ten in the morning, Bob's schooner, *Spike Africa*, left the dock accompanied by a flotilla of schooners and other vessels and motored off into the fog heading seaward. There was little breeze, but once clear of the jetty we put up the sails and shut down the

cont'd on next sightings page

junior sailing

If your kid(s) want to learn how to sail, there is no end to the opportunities available around the Bay Area. Almost every yacht club, for example, runs some sort of program for juniors. Sometimes you don't even need to be a member to enroll your kids.



programs

Then there are parks and recreation classes, sailing schools and junior programs run by nonprofit organizations like the Oceanic Society. And don't forget groups like the Sea Scouts, or specialized courses like the

cont'd center of next sightings page



die at sea — cont'd

engine and lay a course to sea. At seven minutes past eleven the flag was raised to half-mast and Bob's ashes became part of that sea that had been such a tremendous part of his life. A trail of flowers and tears followed into Spike's wake. A cannon fired three times and the ship's bell tolled the changing of the watch.

There was music then, in a silence when no words could express the feelings of anyone aboard. The same bagpipe played as when Spike was launched eight years before, then Tahitian songs and more silence and as the jetty loomed up in the fog we put the sails away and made her shipshape as Spike's hands had always done.

It was a hell of a fine party, as I am sure most of us could attest to on Tuesday morning. But it was a party I am also sure Bob approved of completely. The speeches were short enough and long enough; there was as much laughter as there were tears, for Bob was a man of many parts who knew the range between and the meaning of both.

For those not as lucky as I and who only knew of him, he was in all measure of the word a seaman: demanding and unexcelled in his chosen profession, part genius, part bastard, all man. He was a builder of fine boats, a lover of fine ladies, a true friend and much more. He loved music and had the 'sailors eye' for what was proper in this world and had the wit to know and recognize what was not.

At four-thirty that afternoon when Spike backed out again into the fog, the crew aboard cheered. Those ashore raised their glasses and answered, and then again, in the silence that followed Spike, slowly disappeared into that lovely fog heading home.

Sailors should die at sea, but in this short life, people don't always get their wishes. Bob got some of his in a life well-lived, and those of us who sailed with him and knew him got some of ours by just being a part of that life.

We mourned him well that foggy day and marked his loss as best we could; a day none of us will forget. For my part, I will never see a schooner again, hear a ship's bell on a foggy day, a Chopin prelude, the song of a bandsaw or the ringing of a telephone, in quite the same way, for I shall miss my friend deeply, and I will not be alone.

— phil burbo

more marinas on the way

The glut is on. The BCDC has approved plans for the Shearwater Marina; a 167 acre marina project in South San Francisco that includes 536 berths, a convention center with a 750-room hotel and theater, a 300 unit residential condominium complex and one million square feet of office space.

Construction of the first phase of the \$500 million waterfront complex is expected to begin by mid June, said owner and developer, Neville H. Price, president of Chiltern Development Corporation.

The berths will range from 35 to 90 feet, with additional docking at the end of the channel for larger exhibition ships which will be part of a waterfront attraction.

The first phase, with 347 berths, is expected to be completed by January, 1987. "We're lucky because the site has an existing deep water channel," said Price. "We have 15 feet at low tide." The location, which fronts Oyster Point Boulevard, is also naturally sheltered by San Bruno mountain.

Price, a six year Hillsborough resident, is originally from New Zealand. He built and internationally campaigned the Farr 53, *Zamazaan*, from 1978-1980. He later sold her to Bob Cole and became a partner in *Zingara*, campaigning the Soverel design in the Clipper Cup and Big Boat Series. Price's previous construction projects have included land developments in New Zealand, Australia, the United Kingdom and the Farr East.

Work has also begun this month at Fortman Marina in Alameda.

cont'd on next sightings page

SIGHTINGS

on the way — cont'd

The expansion and renovation project includes the construction of 16 60-foot berths and two 66-foot side ties on A dock. In addition, 19 of the existing 483 berths will be completely re-done and enlarged on J dock.

More parking spaces will be added as well as a mini park and a new maintenance building. Plans are also being redrawn for the future construction of a new building which will house the harbor office and the Alameda YC.

master mariners regatta

Deep down, all sailors are wooden boat owners. Let's face it, the first fantasy we all had was of how sailing involved a big, old wood boat, usually crashing through big old weather — are we right? Our own version involved scudding around Cape Horn on a tea clipper, our hands lashed to the wheel and everything flying but the captain's underwear.

The Surgeon General has determined that sailors never outgrow this fantasy. This is why we have so many fiberglass boats that look like wood boats. You know, the ones with "plank seams" scribed into their sides, clipper bows and lots of teak and mahogany trim you can varnish just like a real wood boat. A small minority of incurable romantics go off the deep end and actually buy real wood boats.

We prefer to get our wooden boat fantasy fix by watching the latter type, especially during the Master Mariners Regatta. This annual event — scheduled for May 25 this year — draws more than 100 old woodies, ahem, out of the woodwork and onto the Bay for one of the most colorful spectacles of the year. And one of the most traditional.

The Master Mariners Regatta is the oldest regatta on the West Coast and second only to the America's Cup as the oldest yacht racing event ever. It began back in the 1860s when the working coastal, lumber and hay schooners got together every May to bash it out for a huge and coveted banner depicting a gamecock and the word "Champion" in big letters. Other prizes included coils of hemp, a cord of wood, a ton of potatoes, a bolt of canvas — all donated by sponsors. Most of the proceeds went to the Master Mariners Benevolent Association, to help support retired seamen, widows and so on.

Today, the entrants are mostly privately owned antique yachts, and these days MMBA directs its focus at their preservation and upkeep. Funds now go toward that end and toward the annual race, an organizational exercise along the lines of planning an Apollo Lunar mission.

"We started putting this thing together last October," says race chairwoman Diane Brenden. "It takes that long to line up a committee boat, press boat, get the t-shirts designed and made, and arrange the party; not to mention getting the membership to send in legible entries by our April 30 deadline." One of the most time-consuming aspects is assigning the boats ratings.

"We use the AFAYC rating system — 'As Fair As You Can'," says Diane. "We don't have nice, convenient numbers or formulas. Our ratings are based on race results from previous years. Ratings for each division are done independently of each other and we go from there. Some year when we can afford to put everything on computer it might be easier, but right now it takes the race committee one whole 12-hour day to assign ratings."

Although much has changed, much remains the same for Master Mariners Regatta. The first place award for each of the nine divisions — Marconi I, II, III and IV; Gaff I, II and III; and Ocean Racing I and II — is the Gamecock "Champion" banner. There is still a big ball Saturday night, too, a party that's become something of a legend in itself.

Also carrying over from the old days is the sponsorship program. For \$100 any member of the sailing or nonsailing business community may sponsor an entry. Each sponsored boat will carry the flag of the sponsor, as well as a company representative. One of our favorites in past years has been the

cont'd on next sightings page

programs

sea cadet program aboard the tallship *Californian*.

Heck, a recent memo from the California Department of Boating and Waterways indicates that the state's first aquatic and boating safety program for students ages 5 through 17 is currently underway in many of the state's elementary, junior and senior high schools. It's all a far cry from learning to sail

master mariner

With the traditional "anchor and H" jacks flying from their headstays, *Makah* and a scow schooner scud across the Bay in the



— cont'd

by absconding with a buddy's dad's boat and flailing around the Bay for a month or two almost killing yourself and the buddy more than once. Don't laugh, that's exactly how a certain high-ranking official here at *Latitude 38* did it.

Our request for more information on junior programs in last month's *Sightings*.
cont'd center of next sightings page

memories

1884 Master Mariners Regatta. The "H" stood for hope.

m.m. regatta — cont'd

Fleming's Floor Coverings entry. Their company flag reads, "We guarantee everything we lay." For more on sponsorship, call Peter English at 391-9590 or Diane Brenden at 456-3496. She can tell you more about the sponsorship luncheon aboard *The City of San Francisco* on May 16.

The Master Mariners boats themselves must all have been designed and/or built before World War II. The resulting collage of salty schooners, gaff ketches, lissom yawls and buxom cutters, with everything flying but the captain's underwear, is enough to warm the cockles of any wooden boat dreamer's heart. The best seats in the house for watching the Regatta are those in the cockpit of your boat, wooden or otherwise. If you want to watch from shore, bring a cooler and fold your beach chair out almost anywhere along the City Front.

The start will be at approximately noon in front of the St. Francis. From

cont'd on next sightings page



WILLIAM LETTIS OLIVER PHOTO. COURTESY NATIONAL MARITIME MUSEUM, SAN FRANCISCO

m.m. regatta — cont'd

there (and this had yet to be finally confirmed as we went to press) the Marconi and Gaff divisions will reach out to Little Harding, back to Aquatic Park, out to Southhampton, back to Blossom and then to the finish off Treasure Island. The Ocean Racers will probably have an additional leg to Crissy thrown in. A reverse handicap start should make for quite a grand finale.

Want to help support the Master Mariners and feed that wood boat fantasy all at the same time? The best way is to pick up one of the Master Mariners t-shirts that will be available at Bay Area chandleries after the race. We haven't seen one yet, but Diane says this year's shirts feature a six-color graphic done by ASMA (American Society of Marine Artists) member, Caleb Whitbeck, and that they are really beautiful. Most of the \$10 price tag goes to MMBA.

as the sailing schedule turns

It was a dark and stormy night. The wind howled. The rain poured down. The rudder fell off the boat. Is this the start of a nautical whodunit? A salty gothic horror story? On the contrary. This is the beginning of a modern romance.

Women's Racing Association chairwoman, Marcia Schnapp and North Sails spinnaker designer, Phil Bickford, met three years ago on a borrowed boat — prophetically called *Breakdown* — during a South Bay midwinter series. However, things didn't click for the Oakland couple until their second race together.

"This was a Florida boat and wasn't meant for heavy air," says Marcia. "The wind had really started blowing and by the end of the race, things were breaking."

To prepare for the ride back to Berkeley, the four sailors on board stopped at a yacht club in the estuary for a few drinks. By the time they got underway, it was dark and a major storm (as the Weather Bureau likes to call them), that would eventually close the Bay bridges, was starting its trek over local waters.

"We had the kite up and were almost to the end of the Estuary when all of a sudden I couldn't steer," recalls Phil. "The rudder just fell off. The boat rounded up. We did a couple of ragadagas, jibed, did a couple more ragadagas. Meanwhile, the jetty was getting closer. We managed to get an anchor down in the nick of time. Our first evening together was spent anchored about 20 feet from shore with no radio in drenching rain and this howling wind." They were finally able to flag down a passing boat who called the Coast Guard.

"The next day Phil asked me out on our first date, racing a Soling, I think. The race was cancelled because it was blowing 50," laughs Marcia, who works for Bank of America as a corporate lender.

Although racing brought them together, it is now fouling up their plans for a wedding. Marcia and Phil were engaged in August of 1985, but every time they set a wedding date, something always comes up. In September it was racing conflicts. Marcia didn't want February because "I didn't want to get married in the rain." In April, there were more racing conflicts. In July, Marcia's parents, active sailors Mike and Ruth Schnapp, will be out of town.

"We have to consider that most of our friends are racers, too," says Marcia. "So we have to look for a day when none of them are racing. Otherwise, the odds of people participating are nil."

They finally decided on August 2. But two races of the Express 27 Nationals were moved from June to the first weekend of August. Marcia owns and actively races her Express 27, *Lipstick*, so guess what happened to those plans? It was back to the calendar again.

The latest date Phil has come up with is Saturday, February 14, 1987. Will next year's Valentine's Day work? Will Marcia's parents finally be able to give her away? Will Phil's friends stop saying, "you've changed the date again?"

Tune in next month, when we'll hear Marcia say, "But Phil, the last Metro Midwinters is on February 14."

— glenda ganny carroll

programs

elicited a small but fairly representative cross section of what's available out there, how long the programs run, what they cost and so on.

The *Oceanic Society*, located at Ft. Mason in the City, offers a three levels of Sail Camps for kids 11 to 15. Using 15-ft boats, the basic two-week program concentrates on rowing, sailing, boating safety and related activities. Included in the \$250 course are trips to the historic Hyde Street Pier, the Bay Model and a Coast Guard station, as well as a sail aboard a Society member's big boat. The weekday-only sessions are available in June, July and August. For more information, call Jane Piereth at 441-5970.

Call of the Sea is a maritime-oriented, nonprofit organization that uses historic vessels as classrooms for studies in marine ecology, history and career opportunities. Young people learn self-confidence, teamwork and common sense in the environment of the traditional sailing vessels. *Call of the Sea*, based in Sausalito, will offer youth sail training programs for ages 14 to 17 aboard donated vessels until their 90-ft brigantine is completed in 1988. For more on dates and prices, call 331-1282.

Cass' Marina in Sausalito is the oldest sailing school in the Bay Area, offering sail training for both adults and youngsters right from their start in the '60s. The Junior Sail Lessons, for kids 10 to 16, run from \$150 for two-week sessions to \$220 for six-week sessions. Classes are available all through the summer, and there's lots of on-the-boat time on 20 to 30-ft boats. You can reach Cass' at 332-6789.

The *San Jose Sailing Club* will offer a week-long junior sailing program July 28 through August 1 at Vasona Lake in Los Gatos. Juniors will learn the ropes on El Toros, Sea Snarks and other dinghy-sized boats. Call Margaret Huffer at (408)

no

A little more than a year ago the Coast Guard proposed that documented vessels be identified not by name, but by six-digit numbers painted in four-inch high letters on the transom.

We didn't like the idea, and neither did most other sailors. Negative responses to the proposal outnumbered the favorable responses by a margin of 660 to 29.

— cont'd

358-2992 for more information.

Youth programs are only one small part of Lake Merritt Sailboat House's summer offerings. Week-long beginning and intermediate classes for juniors ages 10 to 17 start June 16 and run through August 29. A special feature of these programs, run by the Oakland Office of Parks and Recreation, is that disabled kids may also take part in the program. (LMSB also has sailing programs for disabled adults.) Boats used include Capri 14s, El Toros and Sunfish. Fees run \$25 for Oakland residents, \$30 for non-residents. For more, call Glo Weibel at 444-3807.

The St. Francis YC offers several programs for juniors through the year, both on the Bay and at their summer clubhouse on Tinsley Island in the Delta. For several of the programs, youths must be member-sponsored, but there are also some events open to anyone under 18 who is interested. For more information, call Bill Wright at 397-4600.

The Sausalito YC is offering an expanded program for youths aged 10 to 17. Three programs take interested juniors step by step from novice to advanced sailing techniques in weekday classes running from June through August. In-boat training takes place on El Toros, Lasers and larger boats. Fees range from \$125 for the two-week sessions to \$70 for a one-week advanced course to \$275 for five-weeks. Any junior taking any two sessions or one of the five-week sessions may have his or her initiation and first year's dues waived if they want to become junior club members. For more information, call 332-7400 or 332-9997.

If you'd like us to help publicize your junior sailing program, send the pertinent information to "Juniors", c/o Latitude 38, P.O. Box 1678, Sausalito, CA 94966. If we get it by May 20, we'll include an announcement in the June issue.

numbers

Because of the negative response and the potential cost to the public, the Coast Guard has scrapped the idea.

The original rationale for the numbers on the transom is that from time to time the Coast Guard has had trouble quickly identifying boats by name alone because often times more than one boat has the same name.

toasting the coasties

The Sail Training vessel, *Californian*, a replica of the Coast Guard Cutter, *Lawrence*, will be joining four different classes of modern CG vessels that will be open to the public on Pier 39 and 45 during Coast Guard Appreciation Days in San Francisco on May 2, 3, and 4th.

If you received your copy of this month's issue before this first weekend, you'll have a chance to get in on some interesting activities, including numerous displays, Search and Rescue demonstrations and Coast Guard Band concerts. One of the cutters will be the icebreaker, *Glacier*, returning from 70 days in the Antarctic enroute to its home port, Portland.

Here's a chance to show your appreciation and get familiar with the work of the men and women we depend on in all sorts of weather, night or day, when there's trouble in the water.

The weekend starts on Friday at 10 a.m. with a hoopla at City Hall Rotunda with Mayor Feinstein and the Coast Guard Band. Four cutters and Coast Guard unit displays will hold open house on Pier 45 from 10 a.m. to 5 p.m. on Saturday and 12-4 p.m. on Sunday. The *Californian* will be open at Pier 39 on Saturday only and will be replaced by the Cutter *Point Heyer* on Sunday.

Search and rescue demonstrations begin both Saturday and Sunday at Pier 39 at 2 p.m.



The 'Californian'.

flood damage

With summer rolling around, many sailors' thoughts turn to cruising in the Delta. If you're one of them, the Coast Guard urges that you use extra caution up there this season, particularly on the Sacramento and San Joaquin Rivers. The problem is the flooding of the past few months. Along with everything else, high water damage destroyed many aids to navigation, and not all have yet been repaired or replaced.

In addition, many previously clear channels are silted over and/or contain obstructions from flood runoff. "In some cases the remains of structures have not been located and may pose a hazard beneath the surface" says a recent Notice to Mariners. Shoaling has also been reported in some areas and currents continue to be heavier than normal during ebb tides.

Hopefully, by the end of May or beginning of June, things will have pretty much settled down to normal up Delta way. If you do plan to go up for a few days, our best advice is to ask about new or different conditions at any of the many marinas along the way. That's also a great way to find some new and interesting places.

1986 SEA OF CORTEZ

"I've been down here in Mexico on a boat for five years," said Betty Patterson of the 41-ft Yankee Clipper, *Princess Erika*, "but this Race Week is tops. Of the many parties I've been to in the Sea of Cortez, I recommend this one the most."



There are no grocery stores at Caleta Partida, but you can still get fresh food.

While not everyone on the 100 or so boats that stopped by during the course of the third Sea of Cortez Race Week in La Paz and at Isla Partida would have given so hearty an endorsement, most reported having a delightful time.

Race Week is a seven-day gathering of

cruisers in Mexico at the end of the season, a chance for folks to get together one more time before heading their separate ways to the South Pacific, California, or other parts of Mexico. The week is loosely structured around three sailboat races and an endless variety of friendly beach and aquatic competitions. The original name of the event, Baja-Ha Race Week Race, more accurately reflects the non-competitive nature of the get together than does the formal name.

The first Race Week drew a total of about 65 boats, the second nearly 200; but this one only about 125. This year's drop in attendance was a let down only to those who equate bigger with better. Eighty boats on any given day is an ideal number for the Isla Partida anchorage, and even a couple of hundred great people are more than one can reasonably hope to meet in such a short time.

Some of those who did attend were surprised by what they found. "We had worried Race Week was going to be too commercial," said one. "It's about as commercial as a

pick-up volleyball game on a beach. Another tentative participant had been concerned that the anchorage wouldn't be able to hold the fleet. That notion had apparently been planted by an old lady of a yachtie in Cabo who got on the net several times to advise everyone to skip Race Week because Caleta Partida could only hold ten boats.

Hogwash. Partida held the 80 to 100 boats with ease, thank you, even when a coromuel blew 30 knots the first evening. The only boat we heard of dragging was a motor vessel later in the week — and even that was disputed. When her crew returned to the boat, they evicted the sailors who'd boarded her to help. "We're professionals," they said. "Our boat can't be dragging."

Those folks who did show up for Race Week — several for the third year in a row — came from all over the place. The clear majority were boats that had spent a season or two cruising in Mexico and were about to head on. Woody, Sandra and Joshua (3)

TERESE PANCAK-SCHWARTZ



Ninety-five boats at anchor at Caleta Partida.

RACE WEEK

Woodworth on the Redwood City based Perry 47, *Adventure*, are a good example. After Race Week they were going to head on to the South Pacific and Australia. Long time Bay racer Bob Casperian is another. After spending the winter cruising Mexico on his Santana 35, *Picaroon*, he was about the head back to Northern California.

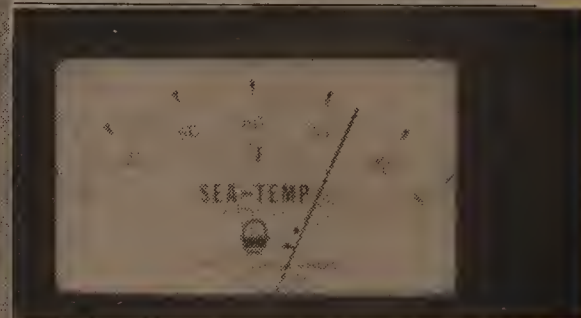
Bill Riley and Jack Adam of Sausalito trailed Riley's Olson 25, *Pearl*, down just for Race Week. They report that the drive — because Mexican roads are narrow and have no shoulders — was a 40 hour thriller from San Diego. They successfully launched the boat at Marina del La Paz, although retrieving her was a little trickier. Riley recommends a big wheel that can take some abuse

be put on the front of a trailer for use in Mexico. He figures that by next year the memory of the drive will have faded and he'll be

ready to do it again.

Several of the boats that attended are based in Mexico. Karl Blume brought his O'Day 25, *Rhubazahl* down from Guaymas for the regatta. And Ralph on *The Trip* and Doug on *Tamaru* came from Puerto Escondido, where both had been based for the last four years. For both of them it was their third Race Week, another opportunity to spill beer and cook fish head soup with old friends.

And then there were the Race Week campers, some of whom also were returnees from previous years. The best story from this group belonged to Joyce Eaker, the woman pictured cooling her heels in the accompanying photograph. A medical student at UCSF about to begin work in an emergency room, Joyce had been riding her bike in San Francisco when a 66-year old woman struck her with her car. The little tap gave Joyce a concussion, a sprained leg and 20 stitches on



The sea temperature was just right.

the chin. So when she heard Bay Area friends Will Green, Bob Agazzi and Linda Fry were coming down, she decided it was a vacation she deserved.

1986

Joyce's physician advised her not to do it, but then as the medical student/patient put it, "I decided to come anyway because I'd rather die on a beach than in San Francisco. Besides, if I had stayed put there I'd probably have killed the woman who hit me." Joyce's group got a ride out on *Tamaru* and spent their first night trying to sleep while rolling over cleats on the ketch's deck. The next day they moved to the beach campsite.

After bumming boardsailing rides, snorkeling, and eating freshly picked oysters and clams, Joyce offered this diagnosis: "I think it's really a paradise down here. The water is a totally unbelievable color and I love being able to wear 1/8th the clothes I do in San Francisco."

The reason Joyce and everyone else could spend the entire week in nothing more than a swimsuit and a t-shirt was that it was pleasantly warm. It wasn't the 105 that you get in the late summer and the water wasn't the chilly stuff you find in the middle of winter. On the Easter Sunday Race Week start, the deep water temperature was 73 degrees. The daytime air temps for the week were in the 80's and 90's. Other than eleven passing clouds, the skies were brilliant blue. Sun block was a necessity.

Race Week always starts out with an opening ceremony at the Gran Baja Marina, a function well attended by representatives



The Downeast, 'Second Half'.

Joyce Eaker cools her heels.



'Secret Love' and 'Show Me' neck and neck on a spinnaker run.

of the local and federal government, tourism, the military, and a Mexico City TV crew. You can always tell such formalities are important to the Mexicans because they

show up an hour early so as not to be late. Yachties, as independent a group as exists on the face of the earth, don't put much stock in ceremony and as always were conspicuous by their slight interest.

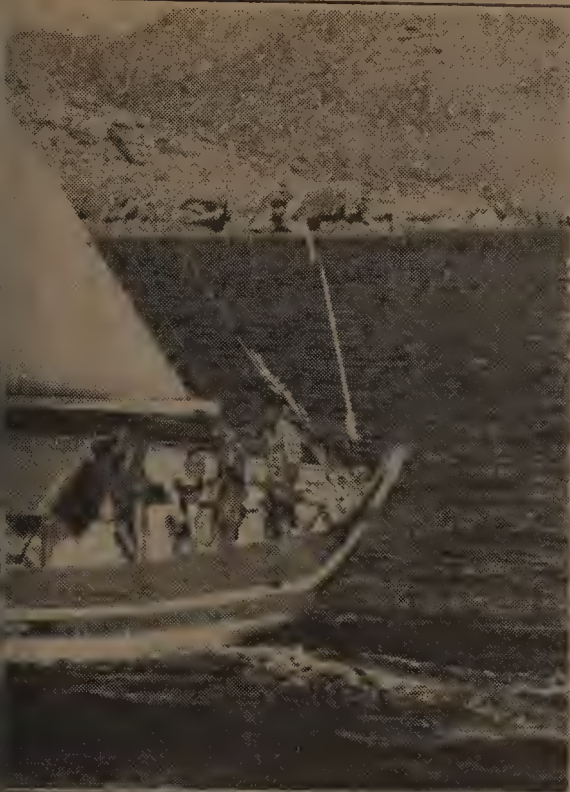
Those who were there saw Juneann Kuchler of *Nimbus* be crowned queen. Most queens are elected on Pepsodent smiles and glands, but the mature, full-bodied and gray-haired Juneann won on merit. The owner and captain of the *Rhodes 41* she lives on, Juneann has sailed for many years, is a licensed ham, has taught navigation and can repair diesels better than you. Long live the

queen.

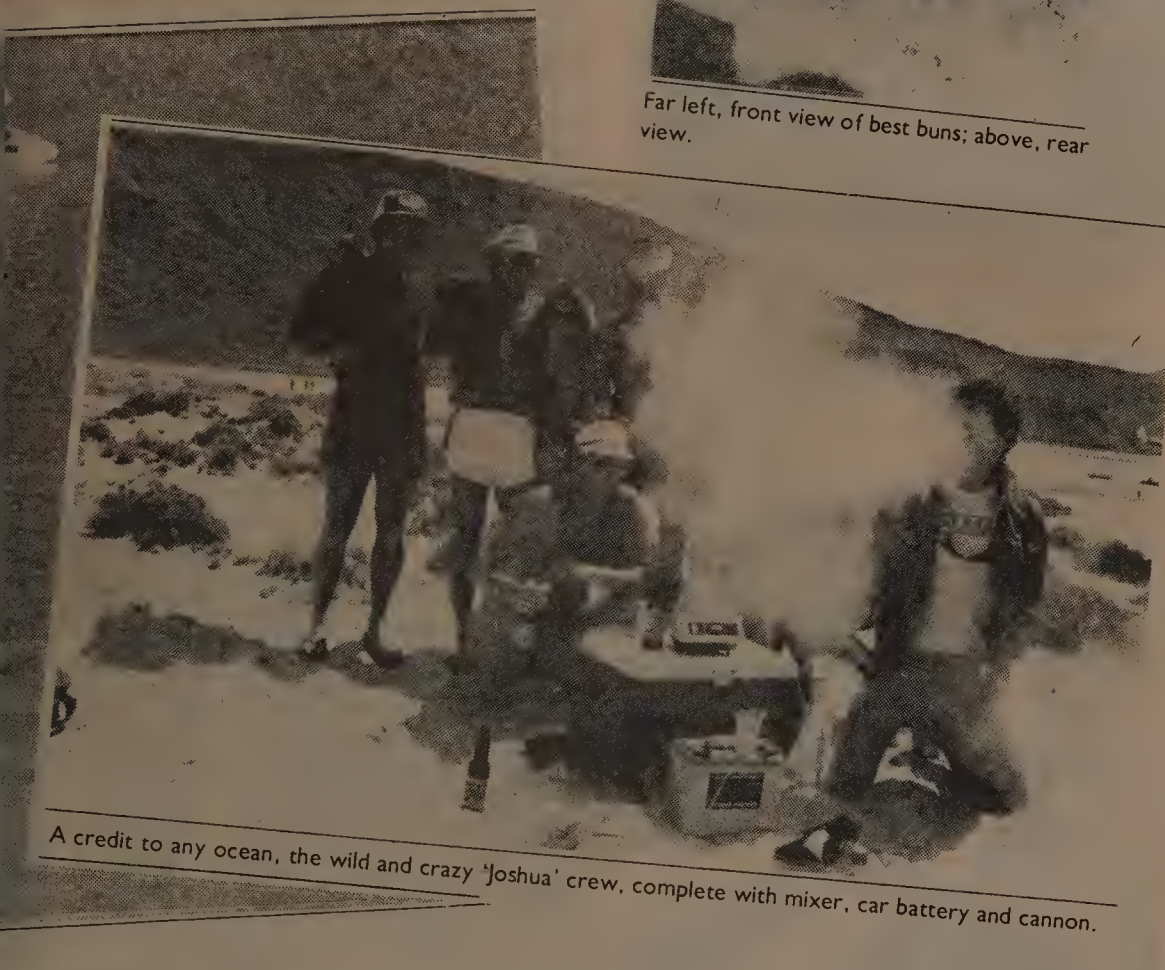
After the anthems were played and the flags raised, Senor Ricardo Garcia Soto, Director of Tourism for Baja, proclaimed Race Week open. This meant NAO Yachts could start dispensing free cocktails. Unlike last year, they had more booze than the crowd could consume.

The handing out of free booze was a good idea, because otherwise people would have wandered into the El Caracol bar where the house drink is a 100 megaton margarita. The power comes from a clear liquid that looks like distilled water poured from a plastic jug.

RACE WEEK



Far left, front view of best buns; above, rear view.



A credit to any ocean, the wild and crazy 'Joshua' crew, complete with mixer, car battery and cannon.

It's not. It's Pancho Villa Villa alcohol de cana, which is 7000 proof. One jug of that will make strong drinks from an entire reservoir of fruit juice. In fact, so potent is this stuff that Race Week's top Coco Loco concoctor, Admiral Davey of the Rastafarian Navy, would only pour it when all other adult beverages had run out. "I don't want to be sued for malpractice," he explained.

There are three yacht races to Race Week; a feeder race from La Paz to the Race Week site at Isla Partida and two races

around small islands near Partida. Previously there had only been a PHRF division for these races, but this year a vocal group of yachties objected to paying a \$25 entry fee just for the chance to win a trophy. They wanted to run their own 'beer can division'.

Race Week General Chairman Alberto Morphy said this would not be possible, at which point some of the group said they'd start their own race week. Suddenly, what was no more than a cultural misunderstanding was ready to blossom into an international incident to make everyone forget the bombing of Libya. But then overnight,

Alberto did a 180 degree about face, and not only allowed the beer canners to hold their own race for free, but offered to provide the trophies. And so it was there was a beer can division of about 30 boats as well as the PHRF fleet.

With the beer can division siphoning off many of the cruising boats and those on tight budgets, there were only 14 PHRF entries. But once again it was a case of quality rather than quantity; this was by far the best Race Week fleet ever. The biggest boat was Missourian Les Fike's beautiful Frers-designed Swan 65, *Show Me*. Next in size was Brad and Barbara Herman's latest *Secret Love*, a Baltic 51. To make it all the more fun, the Hermans brought Lowell North along. Don and Tam Heardon were down from Sausalito with *Hawkeye*, the 48-ft King design that had won two Big Boat Series when owned by David Cuckler. Interestingly enough, Cuckler himself made an appearance with his latest powerboat.

Other entires included a Baja 47, a LaFitte 44, a Cheoy Lee 50, a Passport 51, a Cape Dory 31, a Downeast 38, a Tayana 42, the previously mentioned Perry 47, Olson 25, Santana 35, O'Day 25, and an Olson 30. All of these boats were on legitimate cruises except for Riley's Olson 25.

The beer can fleet included everything from Freedom 25's to Moitessier's old *Joshua*, to trimarans and gaff ketches.

As befits any race on mananaland, the



Sometimes the action was so stimulating some people couldn't take it.

start was delayed. We're not certain if it was for lack of wind or because the class A boats were all half an hour late arriving, but it was late. The race began in typical Race Week

1986 SEA OF CORTEZ

conditions — very light. Somehow North and the Herman's got *Secret Love* screaming off the line at about two knots on a spinnaker reach, but that only lasted about 100 yards. Then the Johnstone's on the heavy Downeast 38, *Second Half*, got rolling; but

Tuesday morning was time to hit the beach, and for old Race Week hands, to re-



that too was short-lived.

The thing that's always amazed us about yacht racing is how gear can get broken in the lightest of breezes. It couldn't have been blowing half a knot at the start when half the metal fittings at the bottom of *Little O's* head-foil dropped 40 feet to the bottom of the sea. Even worse, the plastic foil that holds the sail to the headstay cracked vertically for about six feet. So two minutes into a race with no wind, it looked like curtains. Fortunately, Michael Raabe, our pick-up crew from Pacific Grove, deftly applied duct tape and we were back in business.

The thing about Olson 30's is that even a hacker can get them to move a little in light air. So it was we snuck away from the becalmed pack into little bands of wind that filled our sails and then died before reaching the rest of the fleet. It was ridiculous; at one point we had to reef the main something none of the other racers will ever believe — while the rest of the fleet was dead still.

With prospects for more wind looking slim, the Race Committee shortened the course with a wandering, wavering finish line they created with the Mexican Navy's P-31. And like always, as soon as they shortened the course and we crossed the line, a fine breeze filled in from the aft, finally allowing everyone a nice sail.

Class A went to *Little O*; Class B R. Halstead's *Passport 51*, *China Doll*; Class C went to Pete Johnstone's *Downeast 38*, *Second Half*.

good sound system — and most importantly, a couple of thousand ice cold Coronas and Pacificos.

Tuesday afternoon also marked the beginning of Race Week shoreside competitions; things like flipper races, volleyball, dominoes, horseshoes, Trival Pursuit, water balloon tosses, chess and other pastimes. Out on the water there was dinghy racing, windsurfing/paddling, blindfold rowing races and other activities.

Everyone not participating in some shoreside event gravitated toward the beer tent, because it had shade, cold drinks and chairs. And it's in this tent where you got to hear great stories and meet interesting people.

One of the more heart-warming stories was told by Georgie Mover of the Dana Point-based *Westsail 32*, *Sea Wife*. The teacher and her husband had landed on the beach at Chemela on mainland Mexico, and stated walking looking for a grocery store. While walking, a Mexican couple stopped and asked what they were doing and if they needed a ride. When Georgie explained they were looking for groceries, the couple took them to two different stores, pushed the cart up and down the aisles for them, and then drove them back to their boat. This despite the fact the Mexican couple were on

Laser sailing was a blast in the heat.

unite with past acquaintances. The most welcomed face belonged to Victor, beer vendor par excellence. He'd returned to the isolated island once again with the big tent, the chairs and tables, the lights and generator, a



RACE WEEK

their honeymoon.

One of the more interesting people we met under the tent was Bob Dixon of Newport Beach, a gentleman who does boat deliveries and boat maintenance for a living. Bob says ever since he did a race to Tahiti in his youth, his priority in life has been long distance races. "Most men try and fit a few races in around their work," he says, "I've tried to squeeze a little bit of work in around long ocean races. And I've pretty much been able to do it."

His all-time favorite boats have been Bob Johnson's 72-ft Herreshoff, *Ticonderoga*; Baldwin M. Baldwin's 72-ft Rhodes center-boarder, *Escapade*; Ken DeMuese's Tripp 73, *Blackfin*; John Scipp's 89-ft *Novia del Mar* (which burned years ago); and Jake Wood's C&C 61, *Sorcery*.

Bob's done many races on each of these and had many exciting moments. A few issues back we did an article on Skip Allan, one of the best helmsmen in the world. In the article Skip recalled the only time he ever didn't want to steer; during the classic showdown between *Ticonderoga*, and *Stormvogel* in a very windy 1965 TransPac. With a

Calm down ladies! There's plenty more buns to come.



smile, Dixon allowed that it was he who took the helm from Allan.

Another moment Dixon won't forget was on *Sorcery*. Along with owner Jake Wood, he'd done the 4,200 mile Hawaii to Okinawa race, sailed to Japan, and was in the process of sailing back to the west coast to get the boat ready for the Tahiti Race. But 1,000 miles north of Hawaii and after a series of four storms, they found themselves running dead downwind in 50 knots with only a trysail up. It was still too much. A giant among the mountainous waves caught the 61-ft boat's starboard quarter and rolled her completely over. The boat was dismantled, and the crew suffered many injuries, including two broken legs. The helmsman had gone over, but remained attached by a safety harness. Despite being right alongside the boat, it took the crew more than an hour to get him back aboard.

Another person at Race Week who knew how difficult it is to pull someone back aboard was Kim Stockwell. After ten years of meat-packing, she got on a friend's Cal 2-46 in San Diego for a cruise to Mexico. A traveller stop broke and the captain went overboard at 2 a.m. in 50 knots of wind just south of the Coronados. According to Kim the crew managed to locate him half an hour later, but once they had him alongside, it still took another hour to get him back aboard.

Kim eventually left that boat in the Cabo Port Captain's office, where she bumped into Don Heardon of *Hawkeye*. She signed on right there, and sailed with them up to La Paz and Race Week. There she jumped ship again, moving to *Serape* and the beach. Wet

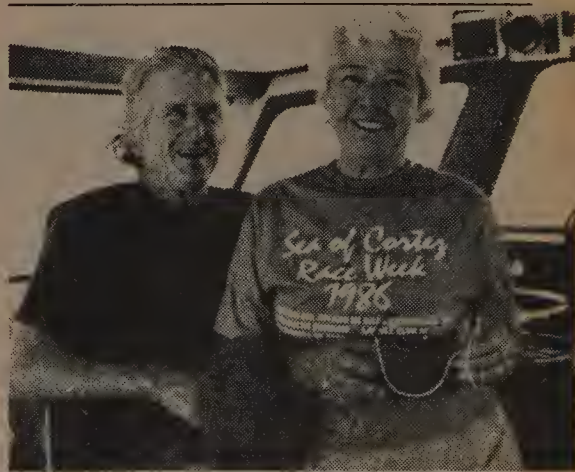
t-shirt contest winners are like elephants — they get to crash out wherever they want.

Wednesday was the second race day. The

The kids were enthusiastic competitors.

PHRF fleet's course took them up to Isla Soltes, back to Isla Ballena and then to the Caleta Partida entrance — 14.5 miles. In a nice wind and leftover slop of the previous evening's coromuel, the Swan 65 and Baltic 51 quickly left the smaller boats in the dust. But a combination of fading winds and 30 degree windshifts allowed the pack to catch up. The lead went back and forth till all the A class boats and *Hawkeye* were bunched near the finish.

With just a couple of hundred yards to the



Race Week's biggest benefactors, Ted and Ruth McConnville of 'Majestic'.

line, *Little O* had about a 50 yard lead on Lowell North driving *Secret Love* and about 200 yards on the rest. Since it was only blowing about two knots and we had the ultralight boat reaching up with a spinnaker,

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there was no way we could lose to the heavy Baltic. Yet we did the impossible, crossing the line second by about 50 yards.

Corrected time honors, however, went to Bill Riley on *Pearl*. After struggling for minutes in a dead calm to reach a ten knot breeze that beckoned just yards away, he crossed the finish to nip *Picaroon* by just 38 seconds. *Hawkeye* won Class B; *Second Half* won Class C.

By Wednesday evening everybody was getting chummy and things were rolling on the beach. There were ten entrants in the chili cook-off — and hundreds of salivating judges. It ended up a tie between *Agio* and *Abracadabra*. Three BBQ pits were heated up for those who brought food to the beach. Terri of the Redwood City based *Erotica* and Willi of *Empress* took care of those that didn't bring food; Willi with a whopping 50-inch, 60 pound dog snapper he speared free diving in 45 feet of water; Terri with some of the 200 pounds of fish he speared during the week. Both Terri and Willi were winners in their categories.

Alfredo, master of ceremonies for the evening entertainment, was back for his third year. Blessed with a better sound system and a quieter generator than ever before, each

house down with a lip synch of Cyndi Lauper's *She's So Unusual*. Paul from *Ice Man* was a mainstay, playing guitar and singing all week, Warren from *Windy* "played unbelievable harmonica", Cliff from *Wenona Maude* juggled, Laura from *Show Me* sang, Alfredo did *The La Paz Waltz*, Bob from *Geisha* did animal sounds, and there were many others. This may not sound like knock out stuff to you folks reading about it in the States, but because each performer was a part of the loose Race Week family, they were more welcome and appreciated than Frank Sinatra would have been.

Thursday was a big beach day. The Mexican Navy and local fishermen arrived with volleyball teams to take on the yachties men and women. While the fishermen had improved greatly over the year — they were given the volleyball equipment from previous Race Week — it was the men and women of the Mexican Navy who emerged victorious. Meanwhile Don from *Clipper de Haro* was in the process of cleaning up in backgammon, Dale from *Blohard* in chess, and Bob from *Picaroon* in dominoes.

Horseshoes were in full swing, with Wick from *Iron Eagle* and Tom and Willy from *Thundercloud* on their way to taking singles and doubles respectively. Ray from *Georgie* and Clint from *Show Me* grabbed the mixed doubles, Katrina and Caroline from *NAO* took the women's doubles and Sheila from *Clipper de Haro* won the women's singles.

Race Week is a great place for cruisers to bring kids because there are plenty of playmates, the beach is ultra safe, there are many adults willing to look after them, and there are endless things to do. And, because Becky of *Painted Lady*, who doesn't even have kids, organized so many great games.

Jennifer from *Salsipuedes* and Cimber

from *By the Wind* won the paper cup races; Josh of *Serenity* won the water balloon race, while Monterey from *Bandit* won the blind man's tag. Jennifer, Josh, Maggie from *Bazan Bay* and Kid Benny from *Nordlys* won their age group in the flipper race. Cimber and Monterey won paddleboard divisions and Cimber took the sand sculpture. Maryke of *Agio* later won the children's essay contest and read her composition before the award's ceremony crowd. Race Week, a fun place to be a kid. As Monterey Gardner of Berkeley, who was down for just two weeks with his mother, put it, "I like the sun and especially the warm water — I wish I could stay."

Of course when the adults see the kids having fun and games, they want to get into the act, too. Michael from *Little O* and Emmy from *Nordlys* won the flipper races. Pam from *Bandit* pulled out the tough women's paddleboard, while Malcomb of *Muddy Waters* took the mens. Joan of *Ayisha* and Fred from *Serape* won the beginners board-sailing, while Terri from *Half Moon* and Dave from *Yochahu* took the advanced.

Brandon of *Agio* took the sailing dinghy race, Lars from *Shatelaine* took the rowing dinghy, and Joyce and Wayne from *Galadriel* took the hilarious blindfolded dinghy race. Later there was a very hotly contested sand sculpture contest with 12 entries. Four or five of them were just superb in concept, execution and whimsy. Malcomb and crew from *Muddy Waters* emerged victorious in this toughest of competitions. About this time Moss Landing's Ralph and Floyd on *Be Gentle* discovered the \$100 buried treasure.

Thursday at Race Week was also time for a little flesh. The men put on their tiniest bikinis, primped a little, then squirmed and shook to the absolute delight of all the women. In yet another firm competition, Jim



The Race Week Alarm Clock: Each morning at 7 these young 'Joshua' women would come around and scream "Wake up and party!"

and every night became talent night.

Outstanding performances were turned in by three-year old Ben from *Nordlys*, who did the *Insy Weensy Spider*, and 11-year old Jennifer of *Salsipuedes*, who brought the

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Don Hearndon's 'Hawkeye', winner of Class B.

from *Nimbus* was declared the winner. Then Joe and Retto from *Joshua* greased up their lovely women, looking for that extra edge in the female bikini contest. But it was to no avail, as Caroline from NAO took that title. Floydean Dommer of the Elkhorn YC won the women's over-40 bikini contest. "When my daughter hears this she's gonna . . ." the winner said.

Going into Friday's last race, the sailing was a close as two people in the same pair of pants. All three classes featured a two-way tie for first. For the overall fleet honors — a disputed concept — three boats were nip and tuck.

The 14.5 mile race was the reverse of the second race; around Ballena, Isoltes and

back to the start. Like the other two races, it began with a morning breeze that went very light at mid day and eventually gave way to the afternoon easterly. Nonetheless it was an interesting race, with the lead going back and forth and boats sailing all over the course looking for an advantage.

With just four miles to go, the top boats once again found themselves bunched together. *Show Me* had the lead and lost it to *Little O*, which lost it to *Secret Love* with just a couple of miles to go. And right behind them and looking in good shape to correct out were *Pearl* and *Picaroon*; a victory by either one of them would have given them the title.

What always happens at the end of this race is that the spinnaker run abruptly stops and is followed by a very tight reach. The difference between winning and losing the race is how quickly a boat gets through this transition zone. *Secret Love* held her boat for boat lead going thru and took the gun. *Little O* was next, and hung around to see how long it would take *Pearl* and *Picaroon* to break through. For minute after minute the two boats were tantalizingly close to reaching the good breeze. They finally got it, but by then it was too late. *Little O* corrected out in Class A. *Hawkeye* in Class B, and *Second Life* in Class C.

As these boats finished, *Majestic*, the race committee boat, was overflowing with people. The reason was that the final Beer Can

Jim and Barb Apple competing in the blindfold dinghy race. Three divorces erupted from this event.



Former meat-packer Kim Stockwell consults with Admiral Davey of the Rastafarian Navy after her wet t-shirt victory.

Race had a special 'sun tan prize' for the boat that crossed the finish line showing 'the most tan'. Naturally everyone rafted up to the 65-ft sportfisher and lingered to judge that one. As most had predicted, the happy dancing hedonists on *Sloshua* (ex-*Joshua*) showed their stuff to take this most prestigious title. Final beer can results were: Class A, (tie) *Hay Chihuaha* and *Lady Brenda*. *Winona Maude* was second.

Class B, (tie) *Red Winds* and *Naute Enuff*. Second, *Hunter Star* and *Geisha*.

Class C: 1. *Sher Kahn*, 2. *Joshua*.

Class D: 1. *Serapa*, 2. *Thundercloud*. The beer can races — a reach out for an indeterminate period followed by a reach back in — were a big success.

As the days of any Race Week go by, things get looser. So it was that evening the house was brought down by the reading of a mildly raunch poem created by the crew — and especially the captain, of *Salsipudes*.



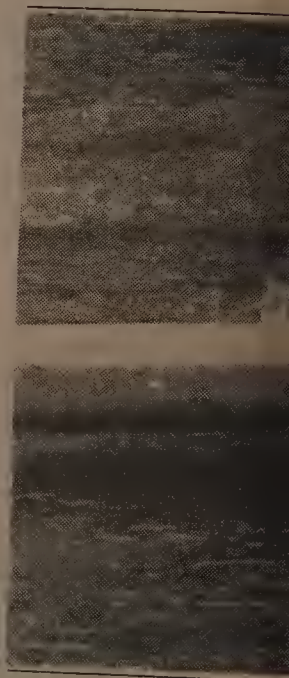
Sandcastles in the sun.



Tam and the wonder dog.



The 'Pic' with a bone in her teeth.



The poem used the names of as many Race Week boats as possible. We present it here by popular demand of those who couldn't hear it over all the laughter:

Partida Erotica

A long time ago in the land of **Picaroon** there was an old well-hung **Munchkin** named Summer. Being bored with the **Sherekhan** and **Serenity** of his forest, he decided to take a **Trip** — a **Journey** following the **Southern Cross** to the island of **Los Viejos**.

On arrival he went immediately to the house of ill repute. He met a **China Doll** — a **Geisha** named **Yocahu**. He said

"**Show Me** your **Tamaru**," which she was **Galad-Riel** to do. Whereupon Summer unwrapped his **Sarape**, dropped his **Clare De Lune** underwear, showed his **Pioneer Spirit**.

She said, "**Abracadabra, Scot's Free! Hay Chihuahua**, your shaft is **Endless Summer**. Please **Be Gentle** because I'm used to men with **Shoestrings**."

We'll do this **My Way**," he said. "Now **Blohard!** That's the **Spirit**." He had thoughts of going down but her **Ventalina** smelled like old **Sea Bass** or the **Sea Wife** he left at home, so he opted to insert his **Majestic Nimbus**.

As the **Second Half** parted her **Red Wings**, she screamed, "**Agio**."

He said, "It's **Snow Bird**, it's **Snow Goose** . . . it's an **Iron Eagle!**" Her dry **Oasis** turned into a **Water Works**.

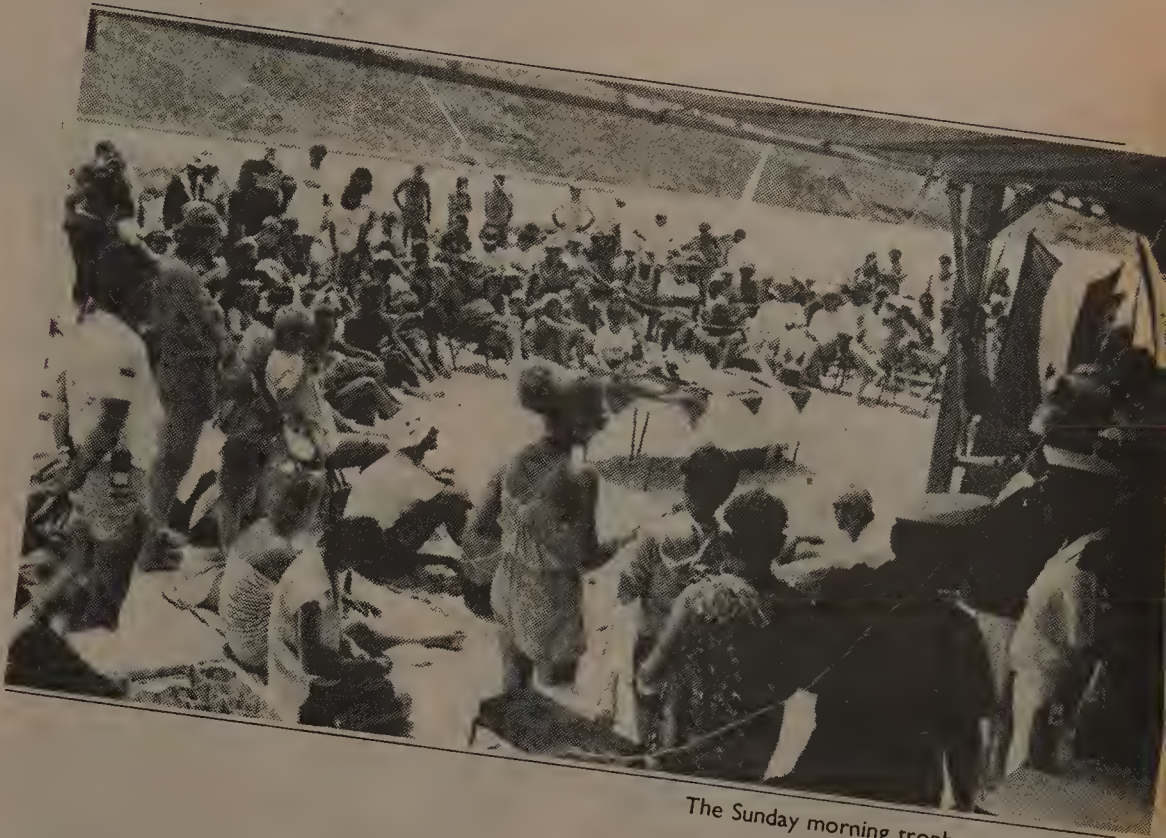
She asked what he was using for birth control, to which he replied, "**Salsipuedes** — get it out if you can." After **Climax** he soon tired of her because she was not **Naute Enuff** so he went looking for other **Secret Loves**.

In the next room, Summer found **Thundercloud** on the **Warpath** sending his **Hawkeye** into **Autumns Passage**, saying, "How can you **P-31**, you're older

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Three-year old Ben driving a Swan 65.



The Sunday morning trophy ceremony.



America's future leaders paddling in Mexico today.

than my mother."

Joshua was also there encouraging **Valkyrie Lady Brenda**, "Make my **White Rabbit Perky II**." **Sunny** was giving **Iceman** a **First Class Blohard** and turned him into **Muddy Waters**. Someone yelled, "Join us, **Lemore** la merrier." So **Summer** got his **Second Chance** with **Princess Erika**, the **Tattooed Lady**, as he rammed his **Unicorn** into her destiny and it became **Our Destiny**.

By The Wind-ow, **Ryan** was looking for the big **O** with **Venus** but settled for the **Little O** with **La Donna** who was screaming **O-Rion Orion**. **Elias Mann** yelled for

Windy to "Come over and have **Aura** sex with **Gemini**", because he was getting his **Roxanne Nordlys** off. **Faith** was being a beach so they yelled for a can of **Beach Control**.

The **Bandit Larki**, not being a **Rain-bow Chaser**, followed his **Hunter Star** and found two hookers, **Winona & Maude**. They smoked a **Reefer** and then he whipped out his **Rincon**. "**Ayisha**," screamed the girls. He proceeded with **Moxie** to fondle their oysters and found their **Pearl**. What an **Adventure**! Then spotting **Summer** he yelled, "Bend over . . . you're going to get it **Indian**,

Summer."

Just before he was to be rear ended, he woke up and realized it had all just been a **Grandpa's Wet Dream**.

Adios!

Saturday was just another crummy day in paradise, with plenty of opportunity for windsurfing, Laser sailing, swimming, diving, fishing, drinking, talking, tanning, relaxing — the same as had been going on all week. And in addition there were the ever popular wet buns and wet t-shirt contests.

The men's wet buns — enthusiastically watched by a small but enthusiastic cadre of

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liberated women — ended in a tie. Jim from *Shoestring*, the former Northern California Westsail dealer, had the best buns. But dangerous Don from *Perky II* had the funniest buns — see the accompanying photograph to understand.

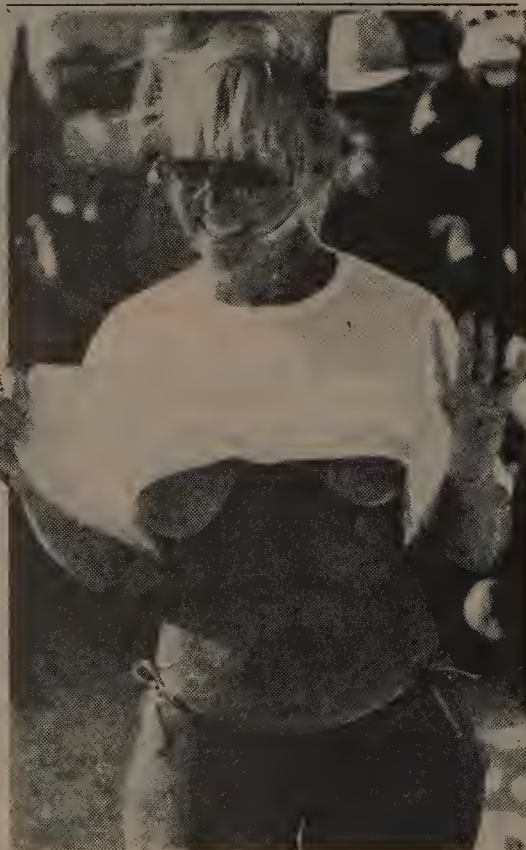
The women's wet buns had the men howling and the women laughing. After lots of dampening and re-examining the evidence, Cheryl of *Salsipuedes* walked away with the most popular wiggle. Further proof positive that a lot of mothers look great.

The final competition of the week was the women's wet t-shirt contest. Once again it must have been a tough decision for the judged because they kept re-wetting and re-voting so many times it looked like the event might not end before the next Race Week started. In fact, it took so long the women contestants briefly rebelled and came within inches of pants-ing the judges — much to the delight of the crowd.

In a bountious field that had any number of deserving and good-natured contestants, Kim, the ex-meat packer from *Serape*, got the nod.

Race Week concluded on Sunday morning with an awards ceremony. Everything was all applause and laughter until the very

A three headed dragon, one of the top sand sculptures. Below; Violation! Too much exposure in conservative Mexico loses valuable t-shirt points.



end, when bad feelings resurfaced about the overall winner of the PHRF racing. The problem was that the scoring system for the overall title in the quickly drafted race instructions didn't really score overall at all, merely the best record within a single division. Some noticed the glaring error right away and complained; others thought it so preposterous they assumed the race committee would rectify it automatically.

The promise of looking into the matter came to nothing and it was left hanging. Consequently on Friday *Hawkeye* was announced as the overall winner on the morning net. As the ones who started Race Week and thus have a paternal interest in seeing its run reasonably well, we immediately putted on over to the Race Committee to ask a question or two.

"How," we asked them, "could *Hawkeye* be the overall winner when she was beaten on corrected time in every single race by *Secret Love*. And by *Picaroon*. And by *Pearl*. And for that matter, ourselves, on *Little O*?"

"Hmmmmmm," said the Race Committee, eventually realizing that using the system for determining handicap winners in the Big Boat Series, Long Beach Race, Week, the Clipper Cup, the TransPac, the Admiral's Cup, *Hawkeye* would have finished sixth.

This put Alberto Morphy in the position like that of a music awards chairman who had just named Frank Sinatra as the best new young black country singer, only to learn that Frank is neither black, young, or a country singer.

Alberto figured the best way off the horns of the dilemma was to admit the error and name two overall winners; one for overall fleet honors, and one for the best record with a division.

Everyone hoped this solution would be accepted with understanding. It was not. The skipper of *Second Life* got up before the awards crowd and inferred the result came about as some nefarious collusion between Alberto and *Little O*. It was nothing of the sort. The skipper of *China Doll* was even more enraged, demanding his entry fee back. He got it immediately — and with a smile.

It was an unfortunate way to end things, but along with the stink just prior to the start of the festivities, it gave Race Week a certain symmetry. Race Week Three was like a dou-

1986 SEA OF CORTEZ RACE WEEK RESULTS

Fleet Overall	Class			Class	Fleet
1	1	<i>Little O</i>	Olson 30	<i>Scull Spindler</i>	1-3-1 = 4.5
2	2	<i>Pearl</i>	Olson 25	<i>Bill Riley</i>	3-1-2 = 5.75
3	3	<i>Picaroon</i>	Santana 35	<i>Bob Casparian</i>	2-2-4 = 8
4	4	<i>Secret Love</i>	Baltic 51	<i>Brad Herman</i>	4-4-3 = 11
5	5	<i>Show Me</i>	Swan 65	<i>Les Fike</i>	5-5-5 = 15
6	1	<i>Hawkeye</i>	King 48	<i>Don Heardon</i>	2-1-1 = 3.5
7	2	<i>China Doll</i>	Passport 51	<i>R. Halstead</i>	1-2-2 = 4.75
8	3	<i>Los Viejos</i>	Baja 47	<i>Alberto Morphy</i>	4-3-3 = 10
8	1	<i>Second Half</i>	Downeast 38	<i>Pete Johnstone</i>	2-1-1 = 3.5
10	2	<i>Rhubazahl</i>	O'Day 25	<i>Karl Blume</i>	1-2-2 = 4.75
11	3	<i>Windy</i>	Tanaya 42	<i>Warren Glaze</i>	4-3-3 = 10
12	4	<i>Adventure</i>	Perry 47	<i>Woody Woodward</i>	3-4-4 = 11
					5-6-5 = 16
					8-5-6 = 19
					6-8-7 = 21
					13-10-10 = 23
					7-7-8 = 22
					9-9-9 = 27
					11-10-10 = 31
					10-11-11 = 32

Best record within a class tie: *Hawkeye* and *Second Half*.

ble Oreo cookie; the beginning and end were thin, dark and fractious; the big fat center was bright, sweet and creamy, filled with terrific people, great swimsuit sailing, beautiful weather, potent drinks, a million



Willi's champion dog snapper.

laughs, succulent fish, and the clear blue warm waters of Baja.

Race Week Four will start on Easter Sunday again next year. The racing program has already been revamped to prevent a repeat of this year's snafu, and to accomodate the racing desires of each and everyone.

But Baja-Ha Race Week is only peripherally about racing, it's about people having good times. To that end the organizers are now addressing themselves to the two biggest general complaints: 1. It was a little too much structured. 2. It wasn't quite structured enough. A solution is expected any minute.

See ya next year!

KOREAN KRUISING KICKS,

I want to sue the Korean Government; they have forever ruined the Fourth of July for me. But I'll just chalk it up to experience and keep on cruising because they also gave me a lot — including this love story.

I reckon fate has a gentle hand in my life.

ALL PHOTOS BY DAVE KOPEC

loafed along.

By 0900, I had mired myself into the mysteries of a printed circuit on a florescent light. Another one of those repairs requiring

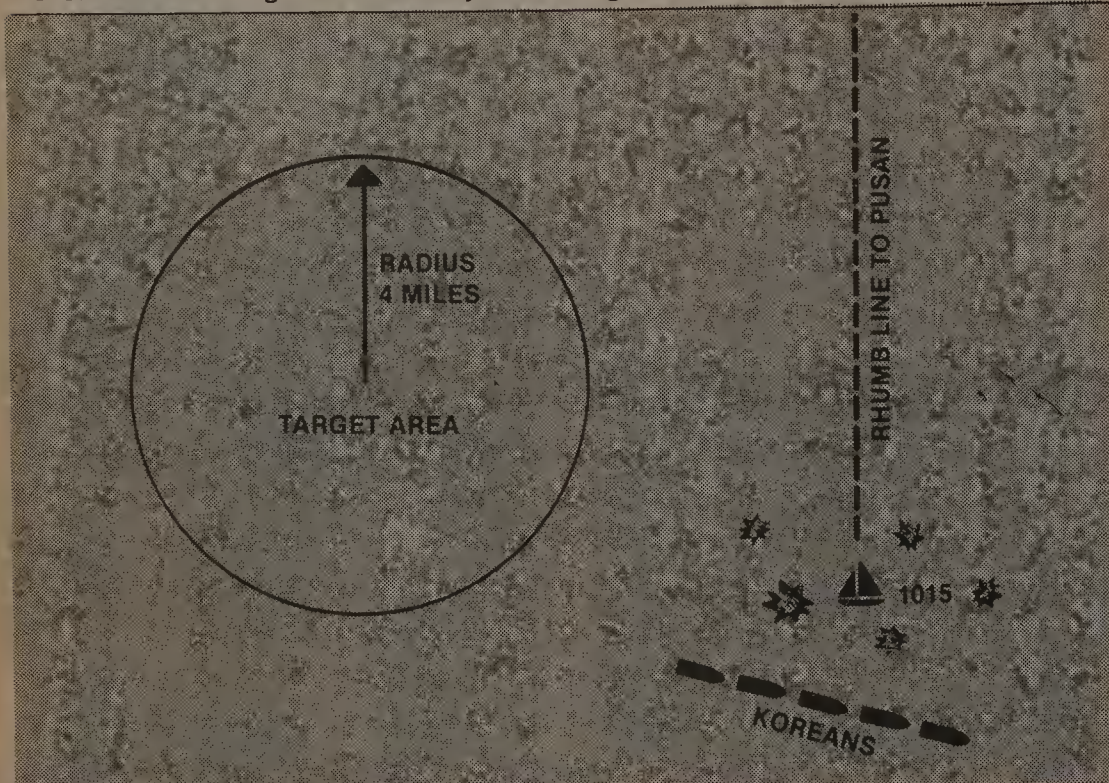
above me and needed a second sweep to spot five warships in line astern about three miles to the south. The Tiger roared again. What incredible weapon could this be? It was louder than a Led Zeppelin concert.

The SatNav had just received a fix which placed me at 34°48'N and 129°09'E. A check of the latest sailing directions offered no answers. The latest charts contained no warnings. Navy men will have already guessed that the roar was a warning. But even they would have worried because there was only one other boat in sight: mine.

Later events were to show that I sailed within eight miles of a new naval target area, just 18 miles due south of the 1988 Olympic Sailing venue.

A more detailed search raised the coast of Korea 15 miles to the west, and the north end of Tsushima Island still faintly visible 18 miles eastward. An unusually clear day for

An artist's rendition of what it was like when a Westsail 32 took on the Korean military.



At 1015 the Koreans opened fire. They were a long way from their target.

The last place I visited in Japan before clearing to Korea was Tsushima Island. Countless coves with amber beaches, lapped by gentle waves are speared by dazzling redrock cliffs, crowned with gnarled pine trees. Terns whistle overhead, dipping occasionally to seek their breakfast. Fishermen haul clinker dories up the beach with wooden capstans. Time slows and the sun bathes the island with kindness.

Yes, it's a garden, a perfect tranquil garden. And its quiet dignity gave me strength. I promised the gods that if they let me survive, I'd return someday. A heathen oath. I smile to think of it. Perhaps that oath to Zen gods made a difference. Certainly, it's comforting to think the gods are on your side in the cosmic sweepstakes.

I hauled anchor at 0500 to depart Tsushima. Dawn promised a spectacular day. *Meander* headed due north for the 50-mile run to Pusan, Korea in flat seas with a ten knot breeze from the west. Dream stuff. On such a day I'm inspired to set every sail. Lessee, the drifter's blown, the reacher's ripped. Maybe the working sails will be just fine after all. Buzz, the Tillermaster autopilot

the services of a magician. The boat suddenly pitched violently and sent me on deck. A 70-foot Japanese patrol boat had cut across my bow and circled a hundred feet away. An officer with a bullhorn hailed me.

"Where are you going?"

"Pusan, Korea."

"Why do you go?"

"Tourist."

"Shtori?" (Alone?)

"Hai."

"Where do you come from?"

This is answered by pointing to my big, new American flag.

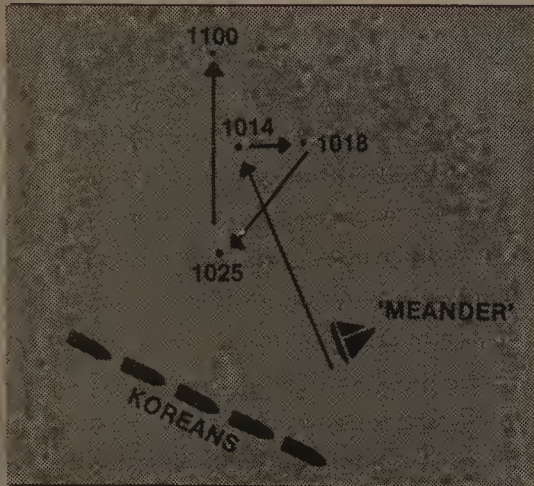
"Do you know Korea curfew?"

"Hai." The Koreans enforce a 1800 to 0900 curfew on all foreign flag vessels. Offenders are summarily sunk.

"Kyotse ke teil!" (Be careful!) "Sayonara."

I settled back to Jimmy Buffet and plunged into *Merck's Manual* on Serum Enzymes in myocardial infarctions because it sounded vaguely interesting. I had almost reached the good part when a horrendous roar shook the boat. Dished rattled in their holders. A second roar stopped me in the companionway. A roar so loud it hurt my teeth. I expected to see a super tanker bow





This diagram charts 'Meander's' attempt to escape the gunfire.

this part of the world. The Tiger roared and fell silent.

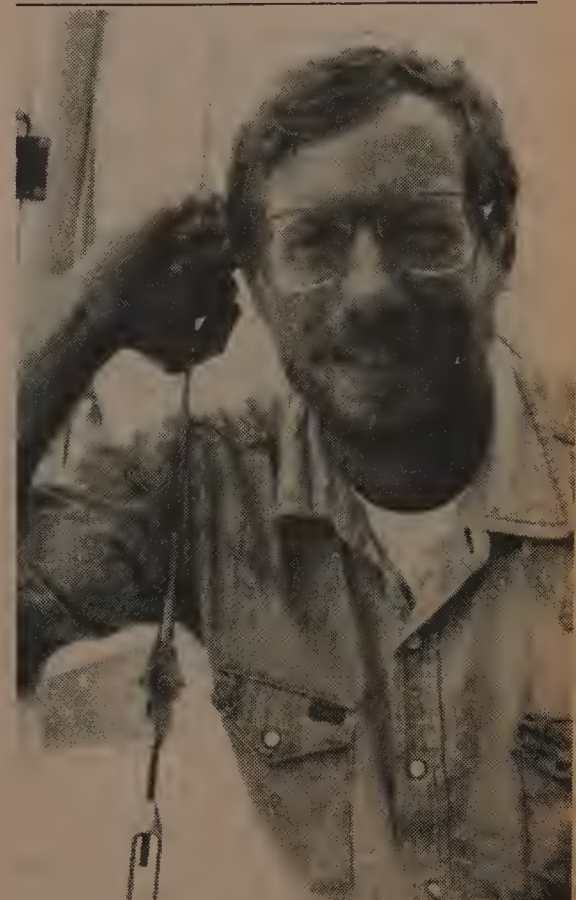
The first shells burst 100 yards astern. Since I was already heading away from the warships, I decided to head east to Japan. Helm over. Gybe. Sheets spun on winches

and the main swung to port. A series of anti-aircraft shells burst abeam of *Meander*, and seconds later flak exploded on every compass point. The Koreans weren't warning me at all, they were attacking a yacht.

I raced below to fire up the VHF. "Korean Navy, ceasefire!" Lots of fishermen talked, but I got no response from any of the Navy boats. Punch on the Ham radio. Deep breath. MAYDAY! Six years cruising and my first call for help. Identification, location, situation. MAYDAY! Report received in Cebu. Time: 1015.

The shellfire prevented me from hearing his following questions. I asked him to stand by and climbed back on deck as he wished me luck. The destroyers commenced continuous fire and fresh flak blossomed overhead. Gunflashes sparkled at the gunmounts.

It's terrifying at the receiving end of all that firepower. No way to fight back. A target in a shooting gallery. Oh, for a weapon, any weapon, to fight back, to shout into the



Dave Kopec. He's now on his way back to the United States.

winds of hell. Shells exploded, contracted and dissipated. Feel the concussions, smell the cordite. A near miss detonated above the mast and pieces of shrapnel shrieked into the sea 15 feet away. Much too close.

I decided to head directly at the warships. A decision borne of desperation, defiance and anger. A yacht attacking an invincible enemy. It didn't seem so impossible at the time. Hoping for a chance to throw a winch handle at my adversaries, I cranked the sheets tight and adjusted the autopilot. *Meander* heeled to port and accelerated. One karma check, coming up.

There was a momentary silence as the guns retrained and the cannons flashed again. The sky ahead erupted in explosions and smoke. A near miss at the spreader tip bounced flak off the deck and chewed up the water alongside. A roar and I was tumbled across the cockpit to fetch up against the gunnel. Blood dripped from somewhere onto deck.

Flak salvos were arriving in clusters of three when I jinked the boat to hamper targeting. A series of explosions flashed 200 feet astern as I fooled one ship, but the others weren't buying it. Turrets swung as the Koreans resumed their relentless



ILLUSTRATION BY JIM PEARCE

KOREAN KRUISSING KICKS,

shellfire. *Meander* had closed the range to two miles and I set course for a destroyer escort in the center of the line.

A small gust heeled *Meander* and I slid into the cockpit. Slipped on the spray and blood. More flak with their dirty black smudges fell abeam. I reset the pilot and

"The folks at Westsail weren't kidding when they told me I'd be bulletproof."

went below where the radio demanded attention. I ignored it and reached for a Pepsi. No sense dying of thirst. Grab a towel and wipe up the red footprints.

On deck the action continued. "I'm still here, you bastards!" Standing on deck, slugging down a Pepsi, waiting for the one that would be the last one. Hell of a way to end it after all this time. Full sail, gorgeous day, spray misting back . . . CRASH! The sky ruptured in explosions, wrecking the air overhead. A wall of shells dirtied the sky ahead. Metal howled into the water and *Meander* brushed a smoke puff aside. She sailed on . . . into silence.

The five gunships had turned in line

nothing more? The folks at Westsail weren't kidding when they told me I would be bullet-proof. Casualties? One. A gash across the spine caused by fetching into a Barient winch.

The Sailing Directions instructed me to radio Pusan 12 hours before arrival on Channel 16, range 12 miles. To date, nobody has ever answered my calls, but a lively cockney voice advised that I would meet any number of guardboats at the breakwater.

By 1430, *Meander* had entered Pusan Bay and I had already written this article, thinking it complete. Foolish me. The Harbor pilot guided me through the breakwater to the Quarantine barge. It took the authorities a mere three and a half hours to clear a singlehander into Korea. They never even stepped aboard. Having fulfilled the legitimate security needs of Korea, a police gunboat guided me to the Customs wharf where *Meander* was directed to raft up to a huge powerboat. His deck flare and my shrouds had frequent disagreements. When one officer demanded my engine log and another insisted upon my immediate departure, I fell asleep and let them argue it out.

The following morning, a Korean official screamed down and precipitously cast *Meander* adrift. Circling the area, I tried calling Port Control on the VHF. No answer. A smaller harbor seemed the best option, so I headed for South Pusan Harbor, one mile away.



The local people were great, and tried to help repair the damage to the bowsprit.

caprail. No one came on deck and the boat backed off and sped away. The Quarantine barge waved me on my way and signaled okay when I indicated my destination. Just beyond the breakwater another Customs boat sounded a siren and asked where I was going; they then waved and said okay. A third Customs boat signaled me to maintain course and barged alongside. He forgot to use fenders. Again, no one appeared. Since I was taking all the damage, I crossed over to the cabin and raged inside. The officers refused to present identification, so I indicated that sudden death hovered nearby if they didn't cease harassment. Boat No. 357 accelerated along my hull, crunching and scraping as he left. In 15 minutes he returned to escort me to South Pusan Harbor and ensure I went nowhere else. They hadn't finished their game plan, they'd only just begun.

A quick tour of South Pusan located a quiet backwater where I rafted to a fishing boat. Peace at last. Nothing serious so far, maybe \$1,000 worth of cosmetic damages in



A South Korean Customs boat on the prowl.

abreast, due south and ceased fire. Fair dinkum, they had had enough. Time to run north, this luck might not last. Time: 1024 a.m. Ten minutes under fire. A damage survey found only two gouges in the foredeck and a plastic shell casing. Just that,

But a mere quarter mile away, a Customs boat charged up to *Meander* and hit amidship with a solid crunch. There went the



18 hours.

Within the hour, I had located the United State Consulate, where Korean guards refused me entrance. Shades of Moscow. I didn't have the presence of mind to try phoning the Consul. It would have worked because the Koreans don't block the phones. The Consul had heard about me via the Ham operator in Cebu and Wespac Rescue in Guam. The Consular staff waited for me to appear. Twenty feet away, I stood in bewilderment, surrounded by armed guards. The Koreans shoved me away.

I had been given a ticket to oblivion. Unwittingly I had offended the powers that be. I slid effortlessly into the vague state where nightmare becomes reality and fear becomes a companion, running alongside you down a rainy street with the sound of pursuit close behind. It can't happen to me, you tell yourself. Well, it can.

Six years cruising the Pacific on my Westsail 32, *Meander*, had brought me to Korea. In less than one day I had been

shelled by the Korean Navy, rammed by Korean Customs and forced away from the American Consulate by Korean guards. A busy day, and one with ominous portent to the observant. What follows is a story about a sailor adrift in a different kind of sea.



South Seoul on ice.

Alone. Trying to save his ship.

I left the Consulate and walked back to the harbor where voices could be heard shouting. The quiet backwater had become a block party. Location? *Meander*. I paused on the fishing boat and counted my guests. Eighteen of them. A half dozen water taxis

"A customs boat charged up and hit amidships with a solid crunch."

surged against my hull. The clink of tools on metal slowly ceased. My visitors watched my climb down.

I removed my American flag from inside the shirt of a Korean and began untying the water taxis. With a furious babble, most of the Koreans departed. A half dozen declined to leave and worked trying to remove my thru-bolted windlass. A hundred eyes watched my every gesture.

A ferry boat roared past and a monstrous wake rolled towards *Meander*. A taxi moored under the bowsprit. It didn't take a second to realize that damage would shortly ensue. I rushed forward to try to move them off. They thought I was attacking and stood their ground, wrenches in hand. The wake pumped the bow up and the water taxi down. When they rebounded, the bobstay

burst and bowsprit ruptured. There went any chance of leaving Korea quickly.

The Koreans thought I had lost my nerve

KOREAN KRUIISING KICKS,

and went wild, clambering back on board to remove sheets, cleats and halyards. I unlocked the hatch and locked myself below,



where I loaded the only weapon I had left. Opening the chamber, I cranked in a round of 400 ASA black and white print film.

Back in the cockpit, I opened fire, shooting as I advanced. The Korean scrambled for cover. Only those miserable wankers at the bow remained; they even posed for a shot. I slipped below and turned on the alarm hooter. The Koreans laughed and sang. It's always nice to see someone who enjoys their job.

There aren't a lot of ways to deal with pirates, but I lucked into one. A bucket of water. In the glare of sunshine, the Koreans

If you don't like the way things are in South Korea, it's wise to keep your mouth shut. This flying wedge keeps citizens and visitors in line.

didn't want their sleep to be ruined.

The next morning I awoke to another Customs boat telling me I must move, but not where. It should be stated here that I had permission to go anywhere in the Pusan area; the Customs men were simply tormenting me. But then, they're out of control and torment everyone. Want a passport? You have to pay them off. Want to sail in Korea? Want to visit a yacht manufacturer? See and pay Customs or you'll regret it. They're the single most hated mob in Korea. When the revolution comes, they'll be first to face the tribunal.

I moved across channel and rafted to a water barge. Soon after, a Navy vessel moored nearby. Yet another Customs boat arrived and rafted up, demanding I move. Three Navy officers could not convince the Customs official to leave. He had a job to do.

An interpreter guided me to a nearby teahouse where I met Commander Yoo. I told my story and the commander checked every statement by phone. He agreed that some mistakes had been made. The task force was out of position but the guns were directed by discriminating radar which would only fire at nylon and wire targets rather than the solid, towing jet. Furthermore, the flak could only burst downward as a safety measure. Very comforting. When I ex-

plained that a sailboat is largely composed of dacron and wire, he suggested I might have been mistaken at how close the shells had come. When I produced the shell casing, he agreed mistakes can happen.

Later conferences decided that *Meander* had been mistakenly shelled and when someone sighted her, they ceased fire and fled. The rest of the Korean story can be filed in the military SOP-whitewash file and explained by the time honored tactic of CYA.

Where were all the radio operators on five ships? Where were the gunnery observers? Why were they firing in the wrong direction?

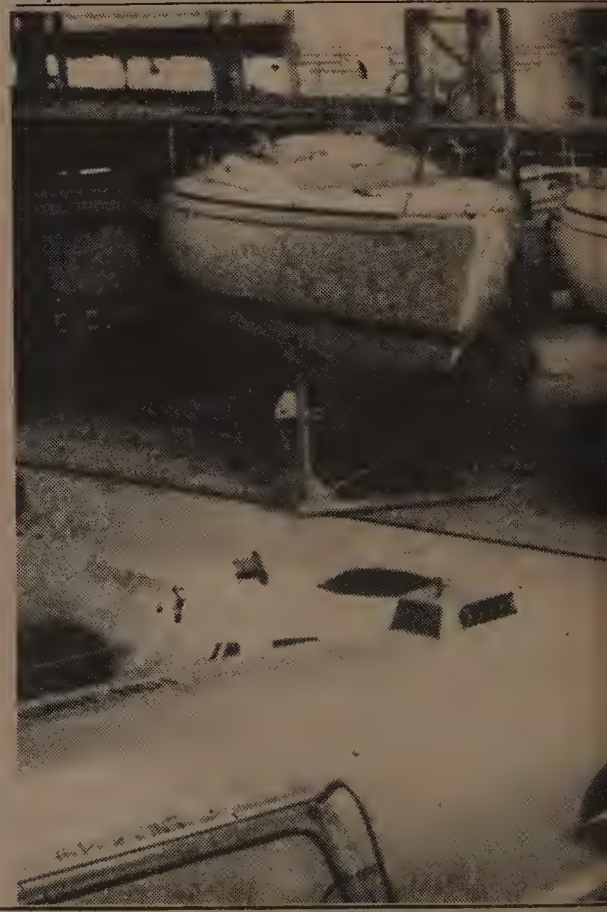
To be fair, and oh my friends, it's hard, the Korean Navy is entirely innocent of intentional destruction. It's that computer gunnery interface that I question, along with some plain incompetence. The Task force commander could find more suitable employment elsewhere.

Commander Yoo offered me an escort to a safer harbor and also offered me Marine guards. I accepted the escort but refused the Marines. Incorrectly, it turned out, for I had assumed all danger had passed. A squad of Marines would have made life much easier. Hindsight.

The next morning at Harbor 8, I received a visit from the United States Consul, Robert Rapson. The Harbor guards insisted that he

"Mr. Kopec,
we cannot
guarantee your
safety.
Good-bye."

lost face and risked burns. If you fall into Pusan water, it's even money whether you'll dissolve before you drown. They were bold but not suicidal, and clambered out of range and waited. I had a deluxe dinner of Ritz crackers and coffee, waiting for the police to turn up. The sun had set before they appeared. Since a central police station lay only 200 feet away, I assume the new shift



leave the consular car outside the gate. Harassment. He listened to my story and apologized for the guards. On the positive side, he offered liason services to repair the boat and promised to speak to Korean

Three thugs administered a lesson I won't forget. A professional assault.

Customs and security forces about harassment. He proved to be a friend and better yet, delivered all he promised and more. I wouldn't have made it without his aid.

I walked to the bus stop, buoyant with relief. Halfway there, three thugs jumped me and proceeded to administer a lesson I wouldn't forget. No talking, no mercy — a The Hyundai factory; you know they make cars, but did you also know they're producing recreational boats?

professional assault. When I picked myself out of the dust, a Korean boy handed me my camera. Nothing had been stolen.

When I returned to the boat, a Harbor guard insisted I submit to a body search. I refused and he screamed, "This is not your country!" I'm glad he told me, I hadn't been sure. Two minutes after returning, *Meander* was showered by rocks. Just a little slack was all I needed, a breather.

Two Korean men in suits appeared with a car. No problem getting past the gate and even a child could read them. Bad News. They asked me to get into the car. I refused. They discussed patriotism and obedience. I countered with patriotism and freedom. Full stop. The lead agent lit a cigarette and gave me the bad news.

"Mr. Kopec, we advise you to leave Korea immediately."

"Whose's we?"

"Mr. Kopec, we cannot guarantee your safety. Good-bye."

Exit left. Who could be directing this tragicomic farce? Their timing needed work and where did the comic relief come in?

I no longer radioed out action reports. Who would believe the things that were happening? For example: I insisted on the arrest of a dock worker who gave me food. At least that was the official version. He had been



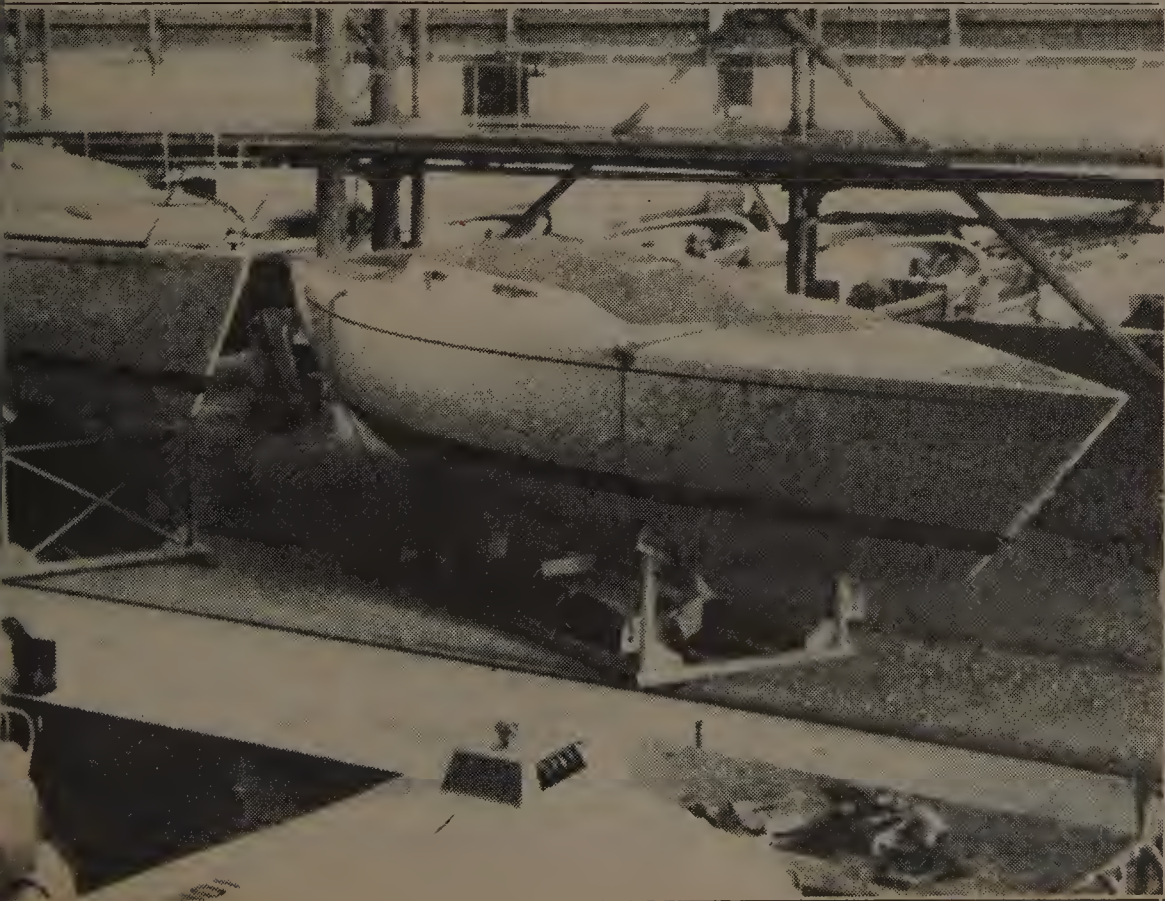
The American embassy. A fellow armed with a submachine gun kept Dave from entering.

heaving three foot squids at *Meander*. They were frozen solid. One smashed out my forehead. Another Korean's idea of happiness was to leap aboard and pound on my teak with a Sake bottle.

Where were the guards? Dragging their heels, I assure you. The Consul had sent out a rocket which the Koreans understood and resented. These were minor problems. The heavies were taking over. My phone calls were not getting out and soon my mail stopped. Phone and mail intercept in place. Isolation phase complete. At Customs Headquarters a senior official assured me all ramming would cease, but also that it had never happened in the first place, you understand? The people in charge were busy glad-handing the Yank while their faithful minions continued the assault. Word never filtered down.

The one ray of sunshine amidst this storm came in the form of a Korean friend. Mr. Park of Ko Marine Craft took charge of repairs. He located scarce 1x19 wire and machined out 316 swages. A new bowsprit was fashioned and an engine coupling replaced. Mr. Park refused payment. It took time, however — I spent 88 days in Korea — and in that period *Meander* and I nearly foundered.

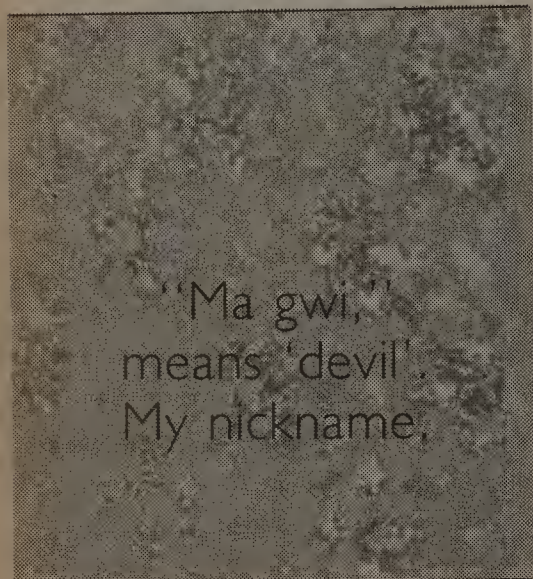
The next physical assault came on a public bus. Two men who needed additional training because I had a chance to defend myself. I stumbled out of the bus and into a taxi. The ride back gave me time to realize how



KOREAN KRUISSING KICKS

isolated and defenseless I had become. To hell with that. Never again.

What does the well-dressed yachtie wear in Korea? A knife, a 14-inch piece of reinforcing rod taped at one end, a cannister of Smith and Wesson MACE, and the will-



ingness to use them. I'd fight back now, the entire country, if I had to. Notice the swift progression into savagery. Well, I hope, as you sit in your cockpit, reading this, that you understand I was *alone*. With nowhere to run. I fought my way out.

Two days later I emerged from a movie theater into the late evening. A gentle mist sifted across Pusan. The streets glistened with reflected lights. A quiet walk towards the bus stop. Four men fell in behind me. They backtracked with me and when I ran, they chased. When I stopped, they stopped. Facing them on that narrow Pusan street in the rain, I knew they weren't from the Olympic welcoming committee. They spread out and closed in.

The MACE dropped the first two and the others hesitated. It was the meanest form of butchery to use the steel rod on them. I didn't waste time on pity, I ran back past the theater where giant graphics spelled out *First Blood*.

Did the attacks stop? Nope. They may well have been testing agents on me. A free fire zone. Take the Yank and you graduate. Then again, a side remark will often encourage a subordinate to make dreams come true and perhaps encourage promotion. The MACE slowed the pace of the attacks, though they never ceased.

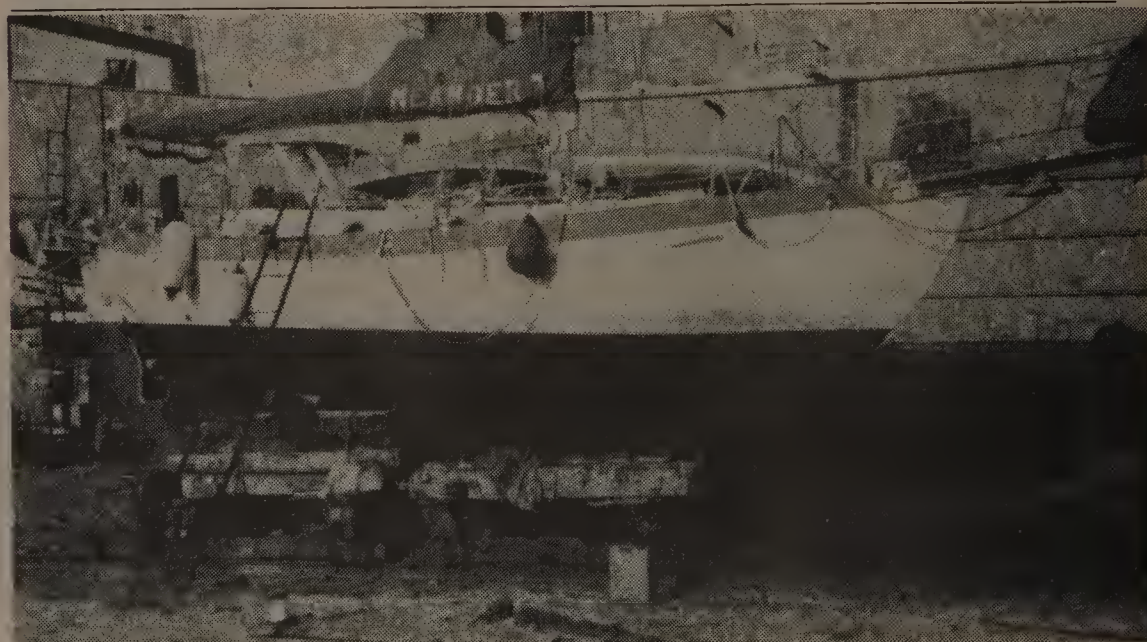
The guards at Harbor 8 kept saying the same word when I passed. Curious, I wrote it down and asked Mr. Park to translate for me. He said, "Ma gwi means devil." My nickname.

Enter the typhoons. Typhoons one and two were three days apart, and destroyed the commercial dock I hid behind. Car-sized chunks of concrete lay everywhere. The harbor appeared to have been bombed.

Change to a different harbor. Typhoon three only hit 50 knots, yet had its own charming adventure. The typhoon had passed and I was Med moored to a quay. At 2200 I heard somebody boarding the boat. Two Koreans dressed for a party; swim trunks and heads covered with cloth strips, a la' ski masks. They thundered down the deck as only a silent Korean can manage. When they shoved open the hatch I MACE'd them. Over the side they went. I trained the spotlight on them. A quarter of a million candlepower illuminated a quay lined shoulder-to-shoulder with onlookers. The two visitors pushed their way through the crowd and ran past the police box. They must have been amateurs.

Typhoon four hit *Meander* on the slipway. Bad place. Fishing boats were being blown off slipway cars. I lashed the ship down as securely as I was able in the conditions. A sizeable tree hurtled into the rigging and con-

When the Customs people weren't harassing 'Meander', the typhoons were.



tinued out to sea. A tiger gust lifted a 25-foot fishing boat and rolled it over. I cowered behind a concrete block, hiding from the rain which cut like sandpaper. The entire area seemed to be moving out to sea. Creeping, sliding, hopping along to seek the sanctuary of water. Thirty minutes of crawling gained the protection of the gatehouse, where I

watched the storehouse crumple and roll away. Flying rocks gouged chunks out of the walls. Massive flooding washed Hyundai's into the gate. The wind veered 90 degrees and subsided. The sea rose and a tangled mass of wrecked boat surged past *Meander's* rudder. The dull afternoon passed into a sullen night.

Morning found my yacht and a huge tuna boat the only undamaged ships in the harbor. The new bottom paint slid two days later into water thick with dead animals and storm detritus.

Typhoon five hit me by surprise, at sea. It didn't come from anywhere, it formed over Pusan. Commerce vessels later reported winds 70 to 75 knots. It didn't seem quite that strong to me. It took two days to complete a 45-mile trip. Sort of like Gilligan's Island, only I was headed for Vladivostok. My storm tactics consisted of dropping the CQR and 200 feet of chain and lashing the tiller amidship. The seas were awesome. They can talk all they want to about typhoons, but I think Korea-phoons are nastier and Taiwan-phoons downright bad.

I anchored outside the Olympic harbor under construction and refused to take my boat into Pusan. I thanked Mr. Rapson and Mr. Park and cleared out of Korea. Forever. They're still there and I'm here, on Tsushima

Island. The gods have been honored with a stone cairn overlooking the Korea Straits.

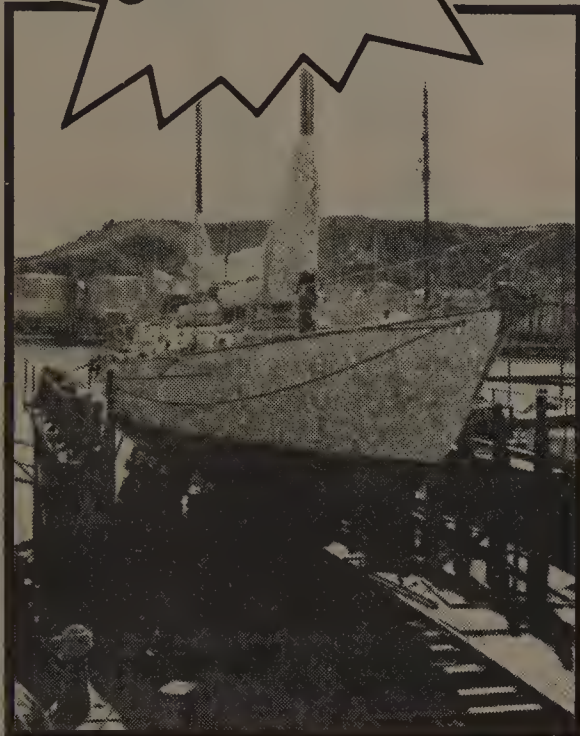
Anchored a hundred feet below, *Meander* strains at the anchor rode, anxious to fly. The wind shouts past the rocks and an orange sun rests on the horizon.

That's the 'one about Korea'.

— dave kopec

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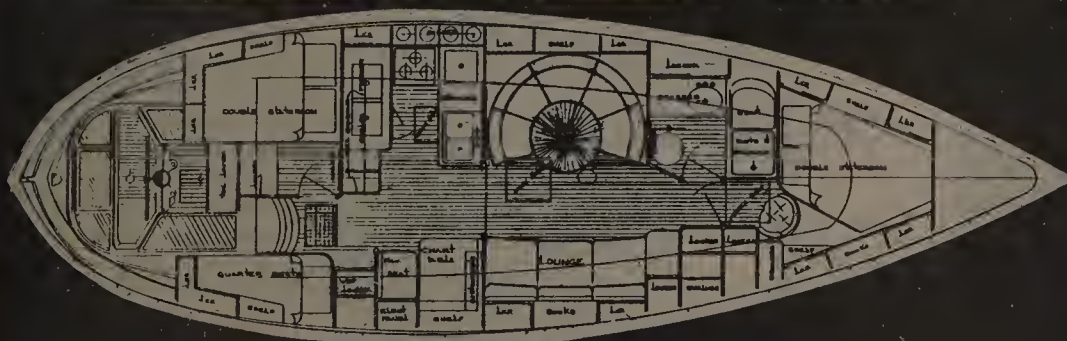
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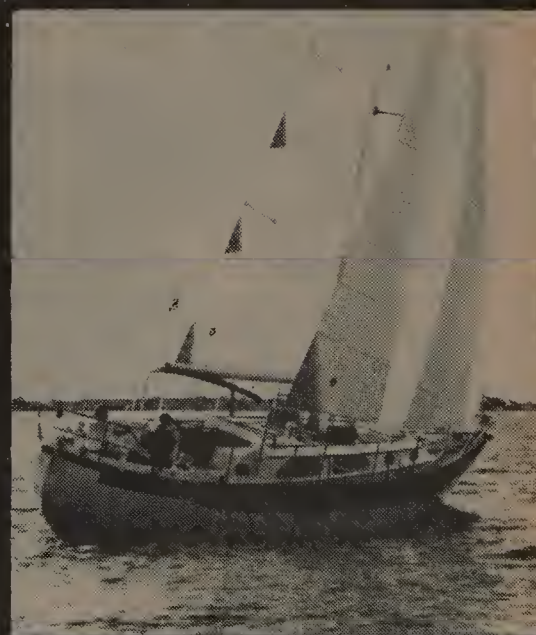
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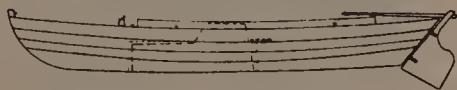
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SPRINGTIME AT

Spring cleaning takes on a whole new meaning when you own a boat. Take something as simple as the sounds of this season. In addition to the normal spray, spray, scrub, scrub and wipe, wipe is the symphony of spring at the boatyard: scrape, scrape, grind, grind, sand, sand, glop, glop — all in rhythm to the ching, ching of the cash register.

As you can imagine, this is the busiest time of year for boatyards, and for the people in them. There are a zillion things involved in readying even a well-cared-for boat for the coming season: thruhulls to free up; trim to paint or varnish; rigging to check; fittings to free and lubricate; deck leaks to seal. And let's not forget every boater's favorite job — painting the bottom. That's what the glop, glop sound was. For those who are lucky and can afford it, the sound of bottom painting is spray, spray.

To see who's doing what to what boats, we took a few beautiful spring afternoons to cruise some Bay Area boatyards. Here are some of the folks we found.



Charlie Barnett, Orsa Bella, Bear Boat #45: "I bought this boat for \$500 when I was in college. Over the past five years I've put about \$10,000 into a total rebuild. Right now I'm getting it ready to race another one design season. How am I doing? Better than I did the first few years. The guys that are winning have been racing this fleet for 20 years. They're good people, though. They always come by and tell me how I can make the boat go faster."



LATITUDE 38/JOHN R

Zema Zamorski, Amazing Grace, Aries 32: "We're out for regularly scheduled maintenance. My boyfriend Mike Garrow and I have owned the boat for about seven years. We hope to do the big cruise someday, but right now we just sail around here. He's done some coastal cruising in the boat. I'm just sitting here contemplating while he's over at the store getting all the sanding stuff. Then it's down to the old grud work on the bottom."



THE BOATYARD

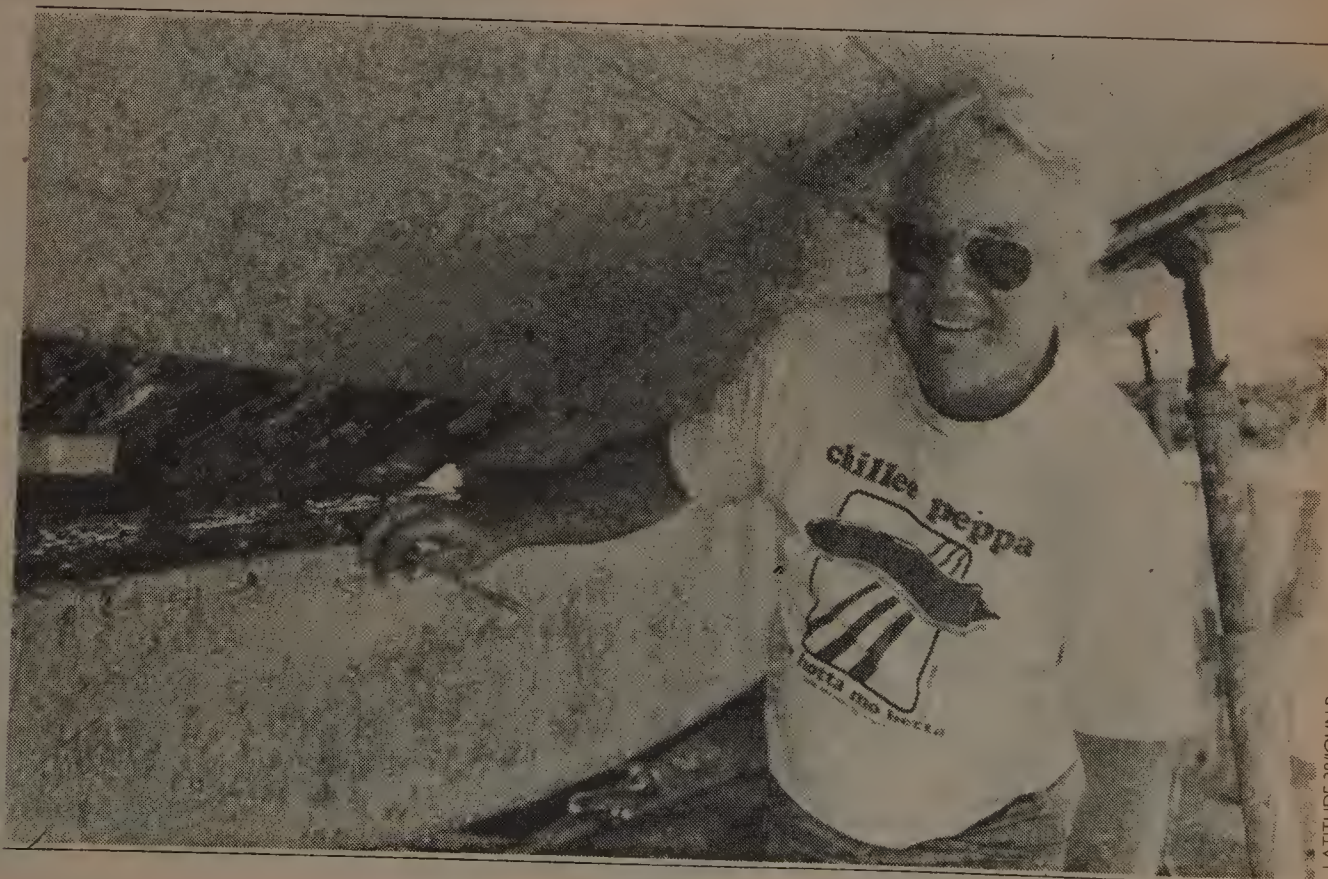


Jerry and Diane Brendan, *Freda*, classic gaff cutter: "Freda celebrated her 100th birthday just last year. Right now, we're getting her ready for the Master Mariner's regatta on May 25. Believe it or not, this is the first time this hull has been wooded (taken down to bare wood) in 27 years. We were going to do a quick and dirty stern repair, but once we got started, we decided to strip the whole boat."



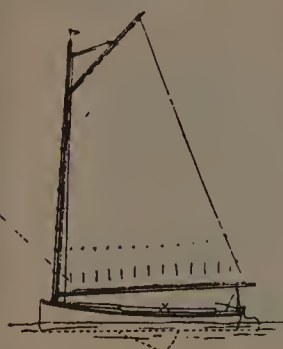
TERESE PENCAK-SCHWARTZ

Dick Warden, *Polaris*, Alden Motorsailor: "I just got the boat in November. Back then the surveyor found a little rot, and I had it repaired. After that, though, whenever I sailed the boat hard she always took on water. We finally found this. As you can see, we have some rot in these floor timbers and frame ends. Charlie Parker and Jim Linderman are going to sister the frames and replace the bad floors and planking. She's mahogany over oak, built in 1935 in Marblehead, Massachusetts, and this should be the last little bit that will make her a brand new boat."



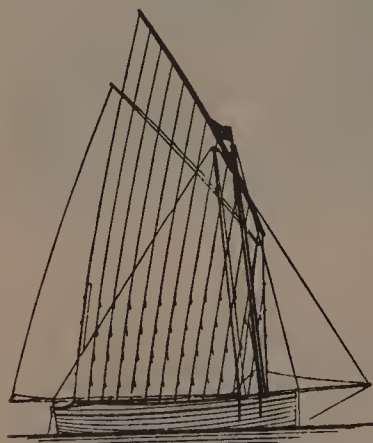
LATITUDE 38/JOHN R

LATITUDE 38/JOHN R

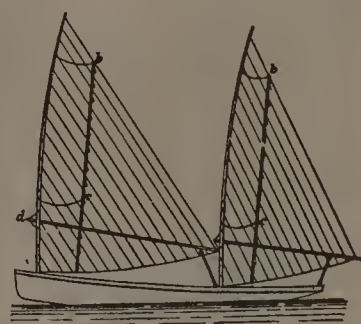


SPRINGTIME AT

Fred Conta, Sagitta, Islander 28: "I haul out every year about this time to get the boat ready for the racing season. The guy's coming over to spray Baltoplate on the bottom this afternoon. I do all the unskilled labor. How do I do in the racing? Let's see, I've been racing since '78 and was season champion in '83. I've usually been second or third before and since."

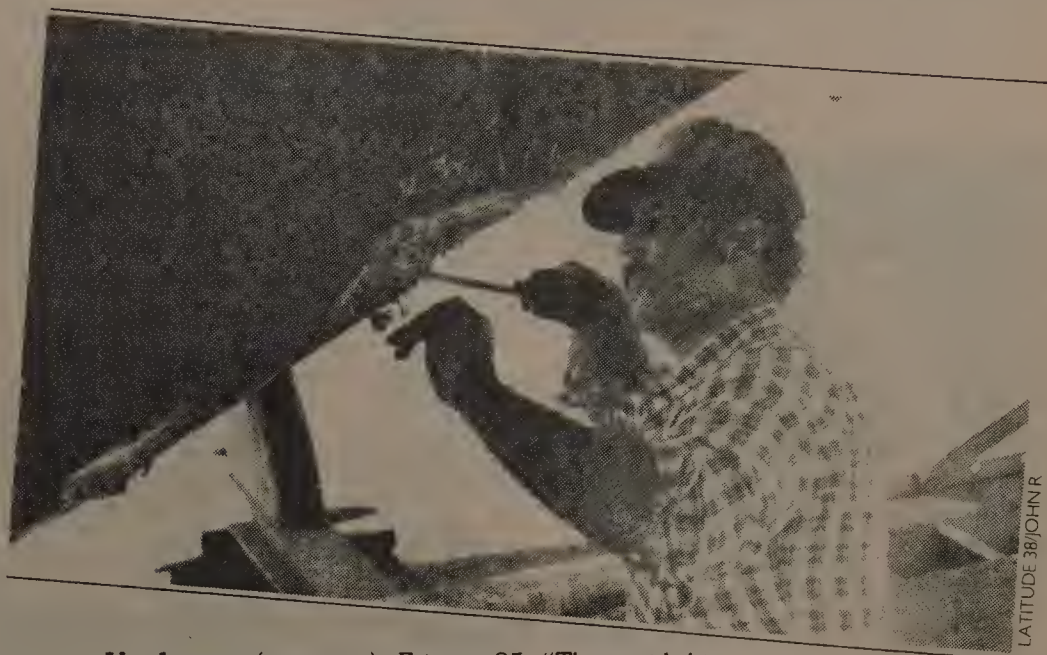


TERESE PENCAK-SCHWARTZ

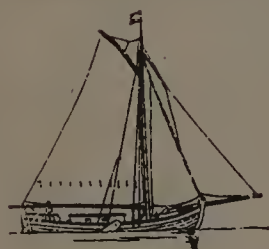


Jack Thomson, Spirit, Sparkman/Stevens 33: "This is Peter Sutter's old *Spirit*. I'm getting her ready to make a passage to the West Indies. That's where I live. My wife Barbara and son John hope to have her home in Bequia, St. Vincent, by August of next year."

THE BOATYARD



LATITUDE 38/JOHN R



Yard man, (no name), Ericson 35: "They said this boat hit a log yesterday, but the damage is pretty far down for a log. And look at this — rock chips. Anyway, you got water in there now that has to be cleaned out. Then you have to cut away all the bad glass, fair the sides down good and start building up layers of glass. Big job."



LATITUDE 38/JOHN R

Doug Shotton, *Rosebud*, Bristol 29: "I'm surveying this boat for a prospective buyer. As you can see, we have the start of some osmotic blistering here. See the water come out when I puncture this little bump on the gelcoat with the tip of my knife? Right now, the problem is minor, but it will only get worse. This owner — or the buyer, they'll have to work that out — would save a lot of money in the long run by taking care of the problem now. Before the boat goes back in the water, I'll also check prop and rudder alignment, the shaft bearing and for voids around the ballast keel."



DOUBLEHANDED

Mama Mia. You want wind? We got wind. How does a steady 35 knots gusting to 40 or more strike you? That's how the 135 starters of the April 12 Doublehanded Farallones Race began their day. In contrast to ocean racers who at times barely had steerage way the weekends before and after, participants in this seventh annual race to The Rocks spent the better part of their day on the razor's edge of control.

"We were way overpowered going out," says first-timer Tim Stapleton, sailing aboard his Islander 36, *Misfit*. He and Doug Partridge had planned to follow the route the big boats were taking — out through center span and past Seal Rocks on starboard — but then decided to take a hitch over to Pt. Bonita to shift to a smaller headsail. Just before they tacked, they were shocked to see another boat slip by their lee not more than two or three feet away, going in the opposite direction. "My first reaction was to yell 'What the hell are you doing?' at the guy," says Stapleton.

What Frank Moore on *Calliope* was doing was trying to save his boat. Something had opened up below on the Lafitte 44, and by the time he noticed the leak there was a lot of water down below. He dropped his headsail,

hailed another boat to call the Coast Guard and started in.

When he passed the outbound *Viking* near the South Tower, says skipper Matt Soderer, "We could see he was in trouble."

Soderer and crewman Mark Ondry followed *Calliope* for several minutes until they spotted a Coast Guard launch headed for the stricken boat.

"When we finally got turned around and

the bright yellow trimaran *Fat* hove-to to aid another casualty. A very heavy gust of wind that had laid a handful of monohulls on their beam ends had capsized Dave Eggleston's catamaran, *Waverider*. Eggleston and his crew clung to the upturned craft while Westphal and crew dropped their sails, radioed the Coast Guard and stood by. In short order, another motorlifeboat was on scene to rescue the two sailors and take the

ALL PHOTOS LATITUDE 38/JOHN R
EXCEPT AS NOTED



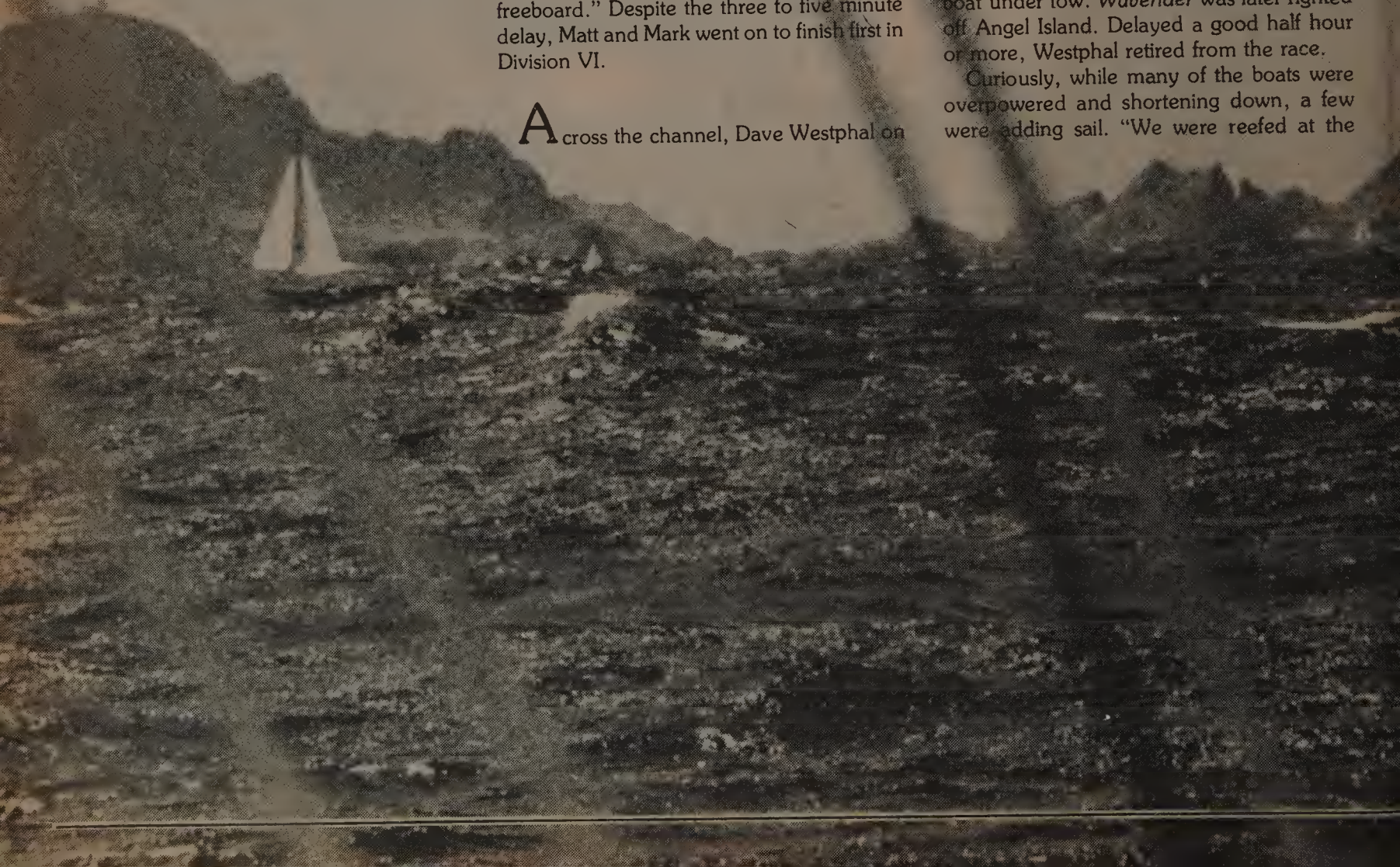
Above, not all cats land on their feet. Spread, 'Rolling Stone' heads home from The Rocks.

got our jib back up, he was sitting noticeably lower in the water. He didn't have two feet of freeboard." Despite the three to five minute delay, Matt and Mark went on to finish first in Division VI.

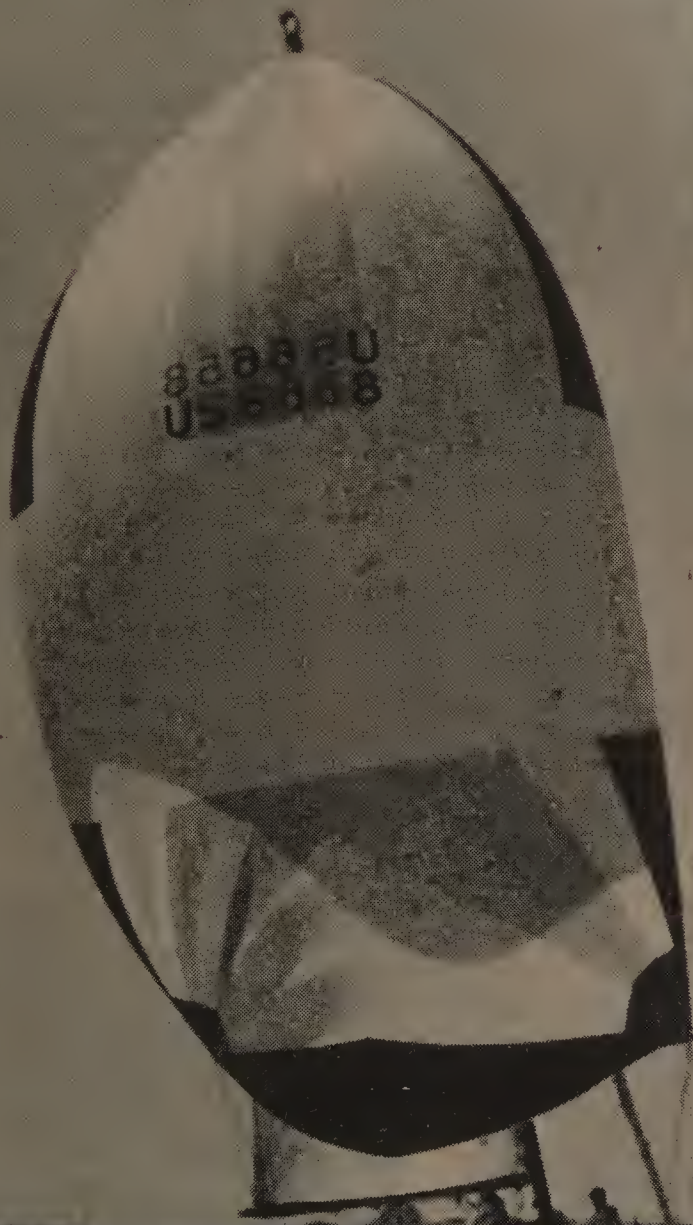
boat under tow. *Waverider* was later righted off Angel Island. Delayed a good half hour or more, Westphal retired from the race.

Curiously, while many of the boats were overpowered and shortening down, a few were adding sail. "We were reefed at the

Across the channel, Dave Westphal on



FARALLONES



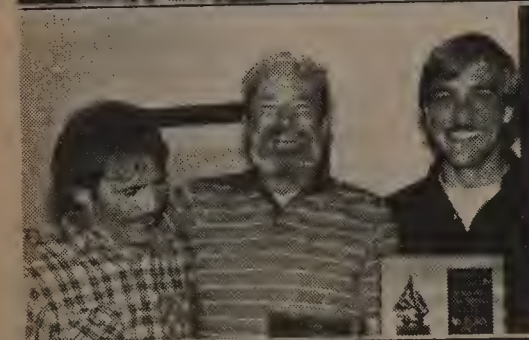
Overall winners Craig Burgess and Bob MacDonald.

start, but the boat wasn't going well," says Bob MacDonald aboard *Pajarita*, the highest rating in the race. "The Golden Gates were built for these conditions, so we shook the reef out, went right down the middle of the channel and never had to tack until we got to the islands."

Peter Hogg on the catamaran *Tainui* was another who carried full rig to advantage. "Those were the conditions this boat likes," he says. "I don't have to reef as early as other boats and, relative to other multihulls, I don't pitch as much. I can hold boat speed." This was especially helpful in the channel, says Peter, where the heavy wind kicked the end of the ebb into a short, steep chop.

Once clear of land, the wind moderated. "It was as rough as it could be at the start," says Bill Belmont aboard the Farallon Clipper *Credit*. He and crewman Martin Falarski "had to hang on for dear life" until they got out far enough. Then it wasn't so awful, he

DOUBLEHANDED



Division winners (from top) Peter Hogg and Stu Staiger; Franz and Ian Klitza; and Mark Ondry, Ed Towle and Matt Soderer.

says, just lumpy. They changed up to the mylar 120 and headed for Southeast Farallon.

Tainui and Bladerunner were among the first to round Arch Rock, the north tip of the island. "Bladerunner was just ahead of me going around," says Peter. "But when they didn't put up a spinnaker I thought, 'they're screwed now.'" Peter and crewman Stu Staiger set their asymmetrical chute — the tack is attached to an adjustable bridle strung between the bows — and took off like a shot. "We were fairly close hauled and I was able to hold between 12 and 18 knots on the way back."

Many boats opted not to carry spinnakers, some because of the wind strength and others because of its direction. Like many of the one designs, John Kerslake's Olson 30 *Bravo* was neck and neck with Al Holt's Olson 30 *Think Fast*, until the latter tried to get the edge by putting up the spinnaker. "We came around the island and decided against the spinnaker," says Kerslake. "We were really going, hitting 12 to 14 coming in.

They set their spinnaker and took off toward Half Moon Bay." After several knockdowns, Holt thought better of the plan and switched back to a headsail. But the mistake had cost them valuable minutes they were unable to make up. You pays your money and you takes your chances.

Other boats were having their own troubles during the rounding. Stapleton's *Misfit* broke the boom gooseneck during the jibe. The tack grommet on *Viking* was about one puff away from ripping off. And Belmont's *Credit* was accosted by "the magic fist" on the backside of the island.

"We had the swells coming in one way meeting waves reflecting out from the island," he says. "Two of them came together and formed this foamy fist that hit our mylar 120 square in the middle and absolutely blew it to shreds."

The run in was one all racers will remember for a long time. Almost everybody

did a fair share of surfing, and the ULDBs, especially the smaller ones, gobbled up the miles like flat stones skipping across the surface. Short but potent rain and hail squalls added to the drama. Some owners reported the fastest runs they've ever made. "The older boats are not that fast close hauled," says Belmont, "but they reach like hell." Bob MacDonald and his crew Craig Burgess were enjoying that fact, too. "We had the spinnaker up and were on the edge all the way in. We averaged about eight knots. It was fun. I'd never gone that fast in the boat before."

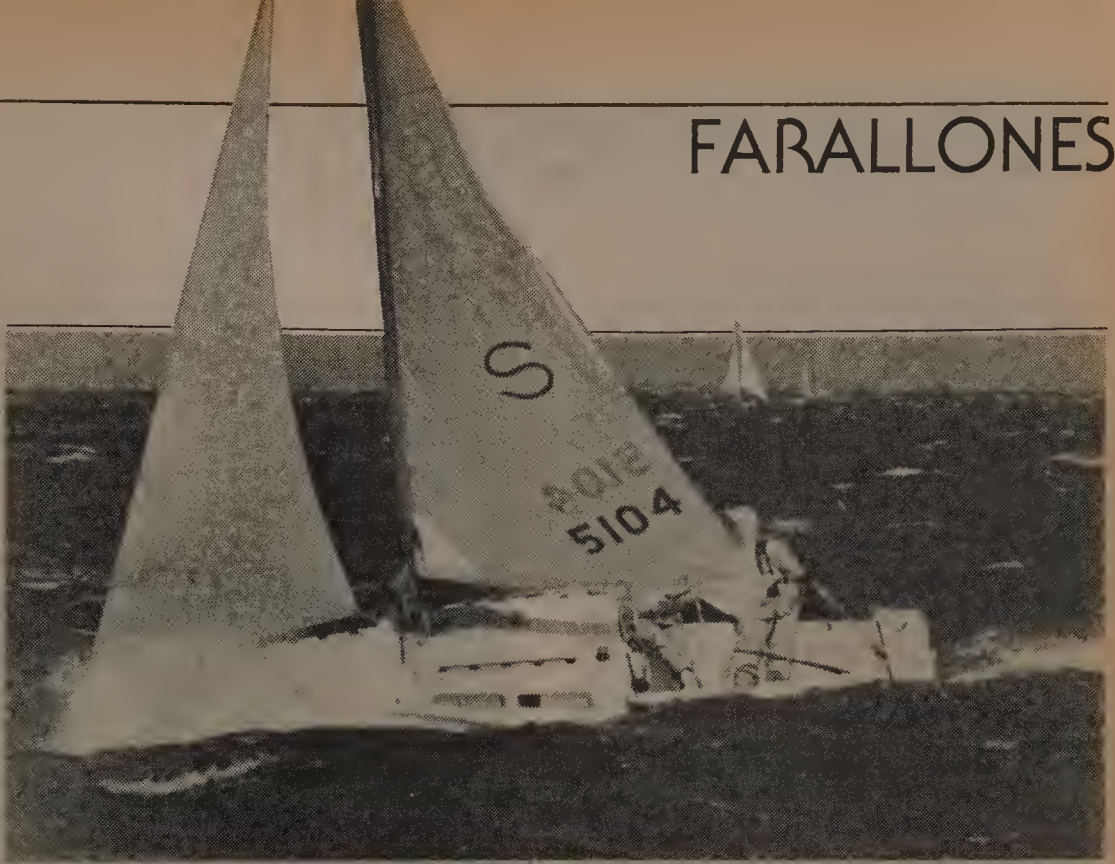
"If we'd have gotten one more good squall, we would have gotten Joe's record," says Peter Hogg. The first to finish *Tainui* crossed the finish a few minutes before 4 p.m., just 15 minutes short of the course record set by Joe Therriault's trimaran *Sundowner* last year.

In character with everything else that day, some of the finishes were as wild and crazy as the rest of the race. *Octavia* dropped their



RESULTS

Boat	Type	Skipper
DIVISION I		
1. <i>Tainui</i>	Newick 40	Peter Hogg
2. <i>Sundowner</i>	Buccaneer 33	Joe Theriault
3. <i>Walmea</i>	Buccaneer 33	Barry Parkinson
DIVISION II		
1. <i>Bravo</i>	Olson 30	John Kerslake
2. <i>Think Fast</i>	Olson 30	Al Holt
3. <i>Chasch Mer</i>	Santa Cruz 50	Randy Parker
DIVISION III		
1. <i>Bloody Mary</i>	Santa Cruz 27	Franz Kiltza
2. <i>Hot Flash</i>	Santa Cruz 27	Brendan Meyer
3. <i>Trimmer</i>	Express 27	Dave Hodges
DIVISION IV		
1. <i>Bird</i>	Swede 55	David Poole
2. <i>Mistral</i>	Concubin 38	Bob Becker
3. <i>Rolling Stone</i>	Burns 35	John Robinson
DIVISION V		
1. <i>Alert</i>	Wylie 36	Mike Lingsch
2. <i>Rosy Option</i>	Esprit 37	Richard Leute
3. <i>Chico</i>	Mull 30	Bill Wilson
DIVISION VI		
1. <i>Viking</i>	Santana 525	Matt Soderer
2. <i>Current Asset</i>	Islander 30	John Bowen
3. <i>Paddy Murphy</i>	Merit 25	Jim Reed
DIVISION VII		
1. <i>Pajarita</i>	Golden Gate	Bob MacDonald
2. <i>Mischief</i>	Ranger 26	Ed Towle
3. <i>Windfall</i>	Ranger 26	Roy Kinney
OVERALL		
1. <i>Pajarita</i>	2. <i>Bloody Mary</i>	3. <i>Hot Flash</i>



Last but not least, Ken Franck's 'Congo' finished about 9:45 p.m.

spinnaker in the water and ended up towing it across the finish line. Like most boats that flew chutes, especially the smaller ones, Soderer and Ondry dropped their spinnakers well outside the Gate and surfed home under main and their weakened jib. "About Mile Rock, there was this sudden bang!" says Matt. "We were sure at first that it was that tack cringle, but it turned out to be a parted halyard." They rigged another halyard and charged on, only to hear another bang! about 100 yards from the finish line. "That one was the tack. We just sailed through the line with the sail flapping."

The finish line karma might have been instigated by *Bloody Mary*. Earlier, Franz and Ian Kiltza's fiery red Santa Cruz 27 broached within a stone's throw of the finish line near the Golden Gate YC, breaking the boom. Father and son limped the spinnaker-less ultralight the last few yards to win Division III. In fact, preliminary results showed that they had taken first overall, too, followed by three other small ultralights. For the first few post-race hours, it really looked like a ULDB sweep.

When the final finals were done, however, a new and surprising winner emerged — Bob McDonald on *Pajarita*. The 56-year-old boat, rating 246, not only corrected out first overall, it corrected out 10 minutes ahead of the second place boat, *Bloody Mary*. "I have to hand it to them," says race chairman Don Sandstrom. "They sailed a hell of a race."

"It also surprised me that there was such close competition between like boats," says Don. "There were pairs that finished within boat lengths of each other after 60 miles of racing. It wouldn't surprise me in moderate conditions, but in what we had . . . Well, I

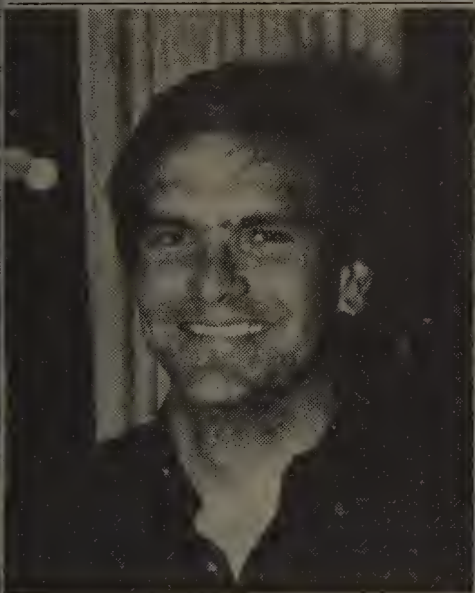
think it's really a tribute to some sailing skills out there." Some examples: Division II's *Bravo* and *Think Fast*, both Olson 30s, finished within four minutes of one another. *Bloody Mary* and Bren Meyer's *Hot Flash*, another Santa Cruz 27, finished two minutes apart. And the Santana 35s *Riff Raff* (Jack Air) and *Hurly Burly* (Ken Moore) in Division IV, and the Tartan Tens *Sportin' Life* (Greg Pfeiffer) and *Wizz Lass* (Len Jackson) in Division V both finished with only 14 seconds separating them.

Among awards presented the following Thursday at the Metropolitan YC was a new Perpetual donated by the friends of Dennis Madigan. Dennis survived the infamous '82 Doublehanded Farallones only to lose his life in the 1984 race when the boat on which he was crewing, *California Crew'd*, broke up. The award, a large silver cup, will be awarded yearly in his memory to the crewman of the first-to-finish boat. This year, it went to a surprised Stu Staiger of *Tainui*.

Ed Towle was feeling other emotions at this year's awards ceremony. After the presentation, the Division VII second placer busied himself shaking hands with his competitors of past years. "This is my last Farallones race," he said solemnly. "I'm selling the boat" (*Mischief*, a Ranger 26). When he got to Matt Soderer and Mark Ondry, however, his mood shifted back to one of joviality.

"See these guys?" he said, wrapping a bearish arm around each. "It took them three years to beat me. They give me time, right? The first year, I beat them boat for boat by 30 seconds. Last year, I beat them by a little over a minute. This year," he laughs, "They beat me by five and a half minutes!"

— latitude 38 — jr



Above, John Kerslake. Spread, 'Sweet Okole' and 'Bravo' sprint for the finish.

MAX EBB: TO PUMP

I'm really getting too old to go ocean racing. Especially off the coast of Northern California in the spring. But there I was, cringing under the impact of several gallons of icy Pacific Ocean as I sat on the rail of a small boat halfway to the Farallones.

As usual, Lee Helm was to blame. The boat she crews on — normally an all-woman operation — was doing the ocean series, and she had somehow persuaded me to come along on this one race as "strategy expert". Not that I really know what I'm doing out there or anything.

We had favored the north shore on our way out the Gate, and then tacked over toward Point Bonita to be on the inside of the shift to the north where the wind bends around the point. Most of the fleet sailed right up to the point, but we tacked away early, betting that we were already far enough into the shift to fetch the island some 26 miles out to sea. So far it seemed to be working. Our course had taken us right along the north channel buoys, and by the time we passed the Lightbucket we were lifted up just high enough to make good our desired rhumbline over the bottom. Now the island was clearly in sight on the horizon — that is, clearly in sight if we could manage to hold our eyes open into the wind and spray and bright sunlight long enough to see anything. According to the Loran we had a few degrees in the bank.

"Isn't it great to be out in the ocean again,

"The water's moving backwards, the boatspeed is minimum, apparent wind is maximum . . ."

Max?" asked Lee after another shower of saltwater landed squarely on our heads.

That was easy for her to say. She was wearing her wetsuit, windsurfing booties, and a neoprene hood. Lee would have been just as comfortable underneath the water as above it. I, on the other hand, was dressed as if I owned stock in a polypropylene factory: Polypro long johns and socks, bunting jacket, pile cap and gloves. I was also experimenting with the ski pants I got for Christmas as a middle layer beneath the usual foulies and float coat. This rig had kept

me relatively comfortable for the first hour or so, until water had found its way up the sleeves and down the neck. Now I was sitting right in a large puddle of water that collected

these conditions made the tide rise in my stomach.

"No thanks," I said. "I'll stick it out up here." I zipped my float coat up as far as it



between the deck and the side of the cabin trunk, and the inevitable wetness around the derriere was taking its toll on body heat.

"I can't remember the last time I had so much fun," I answered sarcastically.

"Max, you can go below if you're getting cold," said the skipper from her steering position, hiked out on the cockpit coaming. "As long as you keep your weight all the way up on the high side."

The thought of crawling into that cabin in

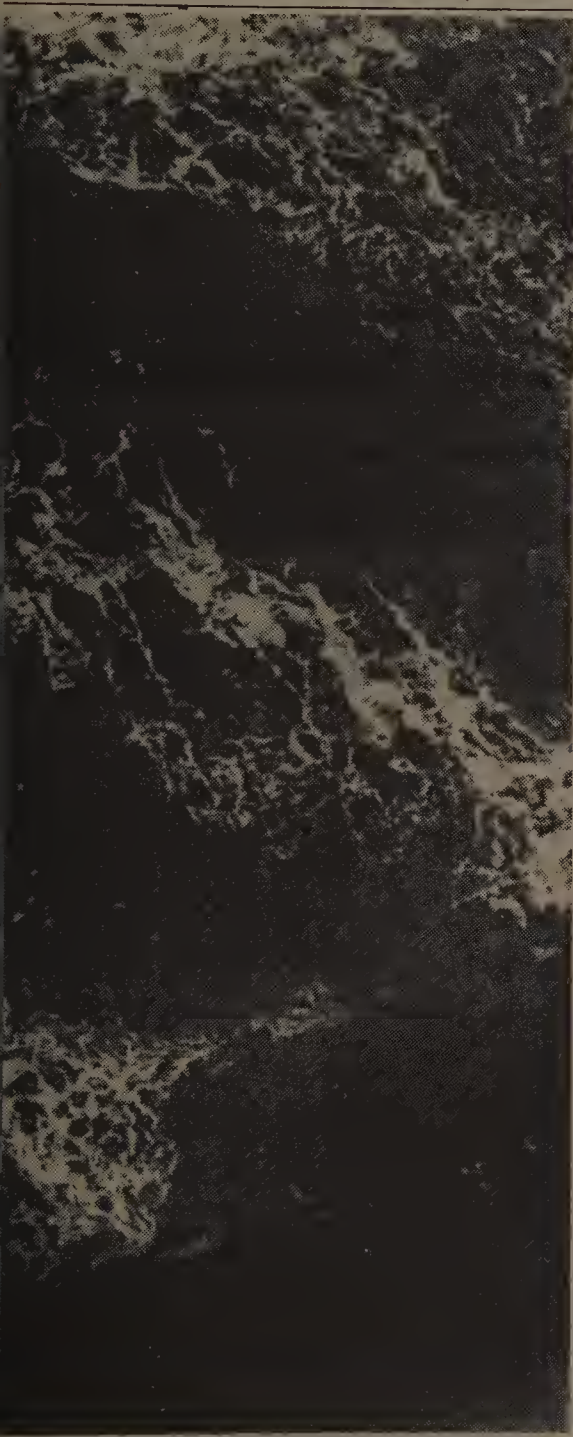
Let's go surfin' now, everybody's learning how . . .

would go, and put my hands around the strobe light in one pocket and the whistle in the other.

"Loran says 8.5 miles to go," said another woman's voice coming from the companionway hatch. "And we're tracking four degrees high of the windward corner of the island."

"Okay, I'll sail a little on the fat side,"

answered the skipper. "Let me know if the bearing changes again."



LATITUDE 38/JOHN R

The slight course change only meant more slamming and more water down my neck as far as I was concerned. And it would take well over an hour to cover the remaining distance to the Farallones. But as we got closer the seas did begin to smooth out a little. The headstay began to obscure our view of the island occasionally, indicating an easy fetch. And best of all, we could see boats to windward starting to crack off, proving that

they had sailed unnecessary distance on port tack.

As always, the view of Southeast Farallon was nothing short of spectacular — although I was just a little too cold to fully appreciate it.

"These waves are definitely feeling the bottom!" commented our skipper as we rose over a particularly steep-crested swell of the northwest corner of the island.

"Remember that one out of every thousand waves," noted Lee, "will be 3.72 times as big as the RMS wave amplitude."

Needless to say, those words conjured up a huge wave, perhaps twice the size of the last one, sunlight illuminating the green and silver crest in a very dramatic backlighting effect. It threatened to turn our plastic boat into swizzle sticks.

"Awesome," said Lee.

"Hang on!" warned the skipper.

But the wave held its shape as it rolled under us, then crashed down with a truly hideous boom about a hundred yards to leeward.

"Okay, we're around!" said Lee after a few more smaller waves went by. "Let's crack!"

"All downhill from here," I thought to myself. My stomach felt better already.

We did an aggressive bear-away set on starboard tack, then jibed to starboard around the back of the island. And in a few minutes we were back out in the full force of the wind and waves.

"Okay, Lee — you're the surfing expert . . ."

Lee took the helm. We cross-sheeted the spinnaker to the windward halyard winch, and came up to a fast reaching course. Then Lee squared off in front of the first big wave. I pumped the spinnaker sheet, the skipper pumped the main, and the boat slid down the wave face on a full plane.

"Yeeeeeee-Haaaaaaa!!!" they screamed in a manner that I considered to be extremely uncharacteristic of anyone not wearing cowboy boots.

"Ten-point-six," announced the crew nearest the knotmeter.

From here on practically every wave was surfable. Elevens and 12's were getting to be routine, and on one wave we touched 14 knots! But Lee had a habit of pumping the tiller like crazy whenever we were about to catch a big one.

"Lee, I'm surprised at you!" I finally said. "Don't you think fishtailing the boat like that just slows us down?"

"Not at all, Max. It helps us surf because it . . . it . . ."

We were sliding down a particularly nasty one at 12 knots, and Lee had her hands full keeping us upright.

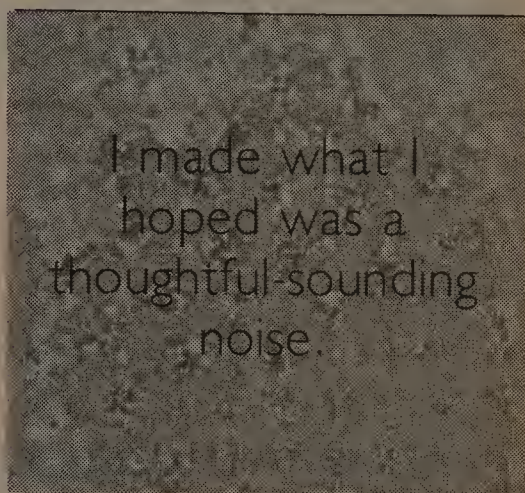
"Pumping the tiller helps break the boat onto a plane," said the skipper as soon as we were off the wave. "Something to do with the boundary layer and laminar flow."

"Not exactly," said Lee as the next wave started to lift the stern. "What's really happening is that . . ." She pumped the tiller three times with all her strength. ". . . is that the . . . the . . . Sheet! Dump the sheet!"

I let the spinnaker sheet run just in time to save us from a high speed broach.

"I've got it back now! Sheet in!"

"Better not talk to Lee while she's



driving," advised the skipper once we were back under control.

"Sounds like a good policy," I agreed. "But remember, sculling's not allowed."

"It's not sculling if the tiller doesn't cross centerline!" said Lee.

"What Lee's doing with the tiller," said one of Lee's more technically inclined friends, "is helping us to catch waves because it reduces drag slightly at higher speeds."

I asked if she could explain how that worked.

"It keeps the flow attached to the hull around the stern," she explained. "Yawing the boat from side to side shifts the worst adverse pressure gradient from one side to the other, so the water doesn't have time to separate."

"I can't argue with that," I said. (How could I possibly argue with it? I couldn't understand a word of it!) "But if tiller pumping reduces drag," I reasoned, "then it should also make the boat go faster in smooth water, and I don't think it does."

Now we were surfing down another steep wave, and I watched the bow dig deeper and

MAX EBB: TO PUMP OR NOT TO PUMP

deeper into the trough in front of us. It went under a few inches, and a thin layer of water sliced off by the foredeck washed back over the boat and into the cockpit. The boat slowed and started to heel over more.

"Weight aft!" We scrunched back as best we could while Lee gave the tiller a few hard pumps. I eased the sheet about six inches to help relieve the helm, but not enough to let the sail break. The bow popped out of the water and we surged forward.

"That was pumping for a completely different purpose," said Lee's friend. "We were already surfing fast, but she had to alternately load up and then unload the rudder to keep the blade from stalling out."

"Same thing happens all the time on a Laser," added another one of the crew.

We surfed in towards the Gate, and the debate about tiller pumping raged on. Our skipper was convinced that it reduced skin friction. One of the crew insisted that it was the suppression of flow separation that reduced drag, while another believed it was the rolling effect that increased the thrust of the rig. I remained skeptical that it did any good at all, and considered it only marginally legal under the racing rules, besides. Lee obviously had her own ideas on this question, but every time she opened her mouth we started to spin out!

Finally, when we were over the bar and Point Bonita was clearly in sight, conditions had moderated enough "for a big boat sailor to be safe on the helm," as the owner expressed it when she took the helm herself. Lee joined me sitting on the coaming at the aft end of the cockpit.

"What really happens when you pump the tiller," she explained, "is that you increase the drag on the rudder slightly, but you also increase the drag on the sails, which is the same as increasing their power when you're going downwind."

"Then you have more thrust and more drag?" I said. "That doesn't sound like any real improvement."

"In smooth water, the effect is, like, totally unimportant. But in waves, there's a short period of time just before catching a big one when the boat's speed through the water is relatively low, but the apparent wind speed is relatively high. So the increase in thrust is actually much larger than the increase in drag."

"I don't think I follow you, Lee."

"Remember how water moves in a wave? I mean, the wave goes in one direction, but the water moves around a circular path, more or less. Water at the wave crest is moving in the same direction as the wave, water

in the trough is moving in the opposite direction. I'm sure we've been through all this before."

I dimly remembered some sketches on the backs of yacht club napkins showing the "orbital" motion of water inside waves.

can do to answer a lot of these questions," said Lee. "All you need is a boat with the digital knotmeter, a powerful motor, a tape recorder, and an absolutely flat calm day."

"You mean speed decrement studies?" asked one of the crew.

Needless to say, those words conjured up a huge wave, perhaps twice the size of the last one, sunlight illuminating the crest . . .

"Now just imagine a boat sailing in the trough of a regular, non-breaking wave. If the waves are surfable, they're moving faster, but not too much faster, than the boat. So the boat has just come off the back of the wave in front, where it was slowed down by the reverse of the normal surfing forces. In the trough, the boat is sailing in water that's actually moving backwards, which slows it down even more. So as the face of the next wave begins to lift the boat up again, the speed of the boat through the water reaches a minimum. And the speed of the air hitting the sails, or the apparent wind, is at a maximum.

"Hmmm . . ." I made what I hoped was a thoughtful-sounding noise.

"You see, Max, it's the rocking of the rig back and forth that has the most important effect. Sort of like a lazy way of pumping the sheets. We can get away with increasing the drag on the rudder because the water speed is low when the wind speed is high."

This launched the entire crew into another debate about what really happens to the drag on the hull at various speeds as the boat rocks from side to side. They all agreed that the rudder causes increased drag, but does the keel create additional thrust? How come you can propel a boat in calm water just by rocking it back and forth?

"There are some simple experiments you

"Right. You just motor at full speed, cut the power, and read the knotmeter numbers into the tape recorder as the boat drifts to a stop. It's a kind of a 'poor person's resistance curve'. Then try it again, only this time, scull like mad. Then try it with the crew rocking the boat back and forth, with and without synchronized rudder sculling. Then try it in reverse. I think the results will be different from what you expect!"

Lee kept us guessing about the results of her experiments, until we neared Point Bonita and it was time to set up for a jibe. We worked the North shore in to the bridge, took a horrendous knock-down just inside the South Tower, and finished in good form with some much larger boats that had started in front of us.

I had arranged to be dropped off at the City Marina, so I never did find out what Lee's tests had revealed. I never found out if we won the race either, because most of our class was out of sight either way ahead or way behind, and the papers seemed to miss publishing the race results that week. But that's just part of ocean racing — spend ten hours being cold, wet, and miserable (not to mention putting yourself in considerable danger) and then never even find out how you performed.

Never again. At least, not until next time.

— max ebb

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THE ROLEX CUP

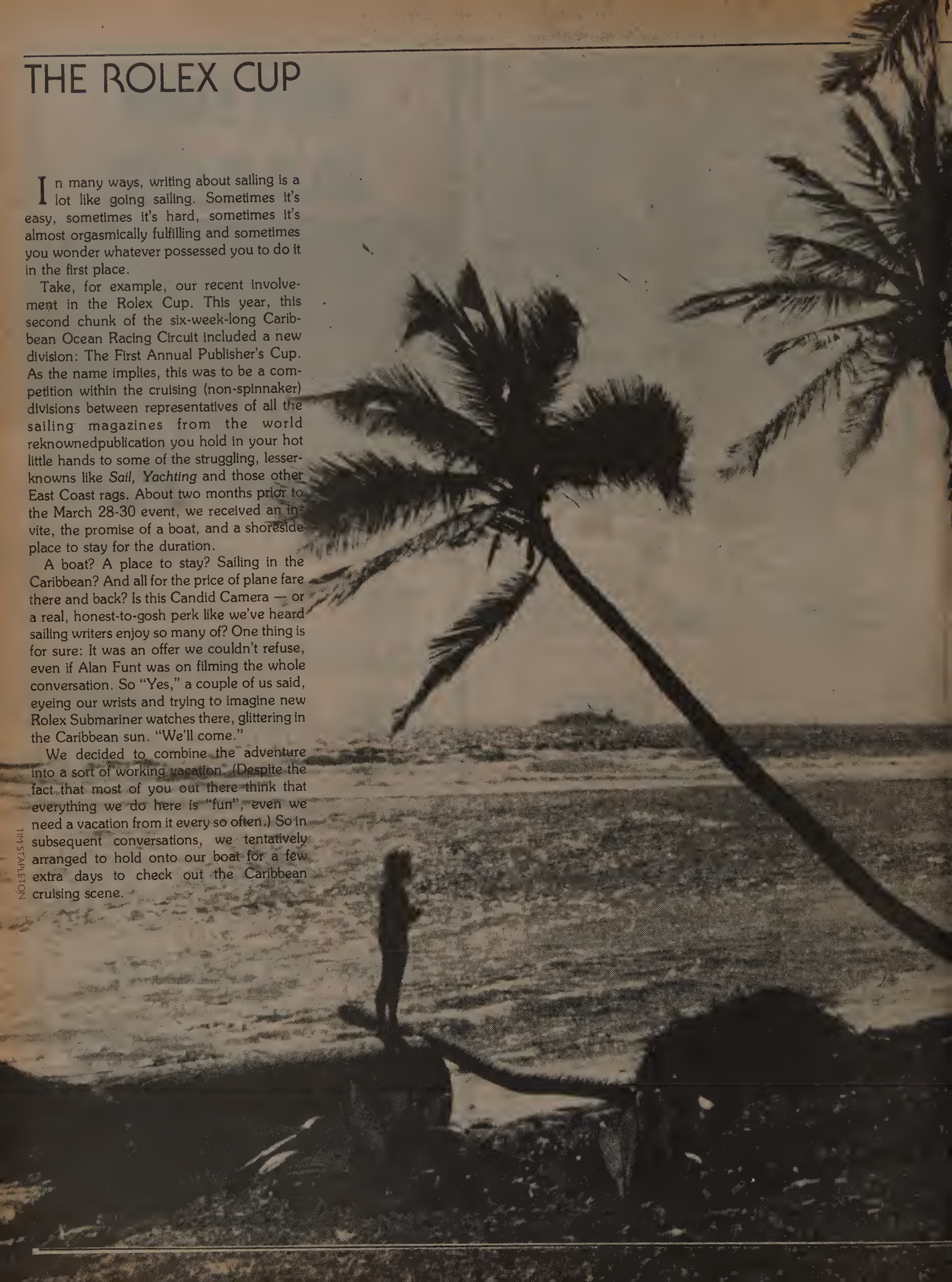
In many ways, writing about sailing is a lot like going sailing. Sometimes it's easy, sometimes it's hard, sometimes it's almost orgasmically fulfilling and sometimes you wonder whatever possessed you to do it in the first place.

Take, for example, our recent involvement in the Rolex Cup. This year, this second chunk of the six-week-long Caribbean Ocean Racing Circuit included a new division: The First Annual Publisher's Cup. As the name implies, this was to be a competition within the cruising (non-spinnaker) divisions between representatives of all the sailing magazines from the world renowned publication you hold in your hot little hands to some of the struggling, lesser-knowns like *Sail*, *Yachting* and those other East Coast rags. About two months prior to the March 28-30 event, we received an invite, the promise of a boat, and a shoreside place to stay for the duration.

A boat? A place to stay? Sailing in the Caribbean? And all for the price of plane fare there and back? Is this Candid Camera — or a real, honest-to-gosh perk like we've heard sailing writers enjoy so many of? One thing is for sure: It was an offer we couldn't refuse, even if Alan Funt was on filming the whole conversation. So "Yes," a couple of us said, eyeing our wrists and trying to imagine new Rolex Submariner watches there, glittering in the Caribbean sun. "We'll come."

We decided to combine the adventure into a sort of working vacation. (Despite the fact that most of you out there think that everything we do here is "fun", even we need a vacation from it every so often.) So in subsequent conversations, we tentatively arranged to hold onto our boat for a few extra days to check out the Caribbean cruising scene.

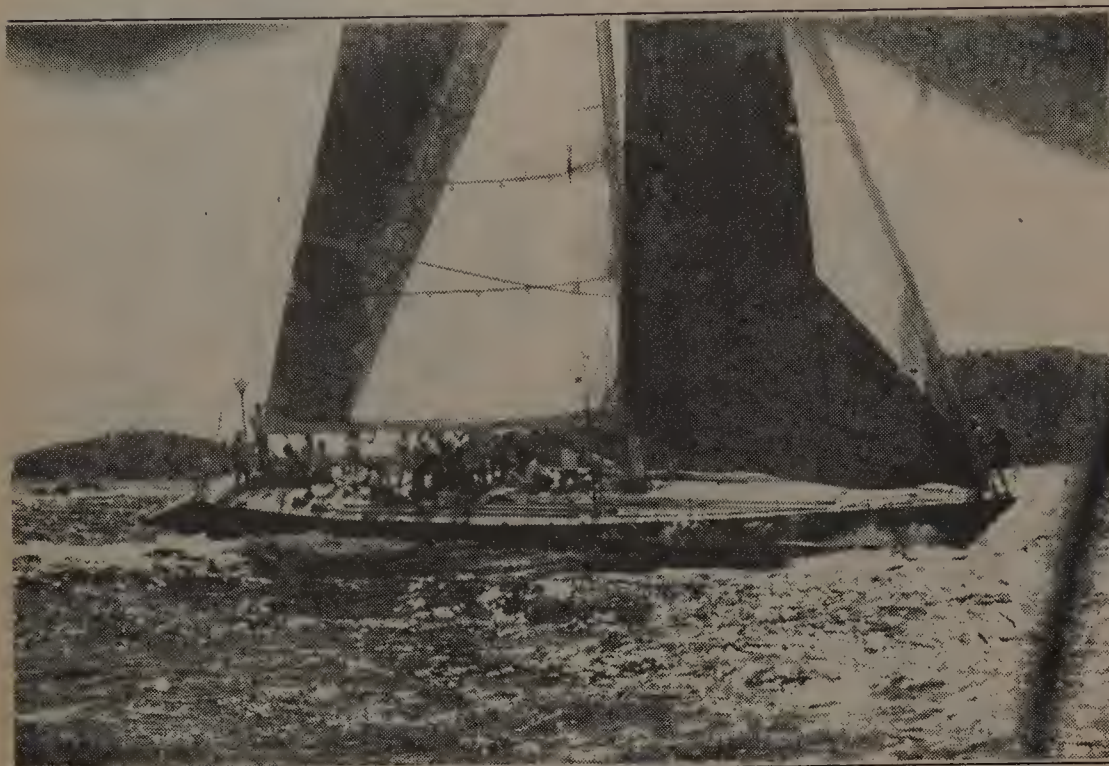
TIM STAPLETON



& OTHER FANTASIES



THE ROLEX CUP



LATITUDE 38/JOHN R

'Condor' on the move at the Rolex Cup.

Since our ladies, Katie and Karen, would be coming along, race organizers associated the four of us with an S-2 36, a popular brand of charter boat. However, when we arrived we learned that *Yachting* had unexpectedly shown up with a party of five and usurped the boat promised to us. We had been transferred to *Elan*, an early '70s Pearson 28. Hmmmm, that didn't seem quite right. But it strengthened our competitive spirit and our resolve to defend the honor of Northern California. These big slicks would be sorry they ever messed with



LATITUDE 38/JOHN R

Bang, clank! Broken dreams of racing, but two great souvenirs.

Our first exposure to charter sailing in the Caribbean came in the office of Avery's Boatyard, where we appeared Wednesday morning to take possession of the boat. After going through the necessary paperwork, we gathered up our gear and started for the boat. It was blowing about 15 to 20, with occasionally stronger gusts and fairly choppy water. The girl behind the desk watched our enthusiasm with mild surprise and said, "You're not thinking of going out today are

Those big slicks would be sorry they ever messed with us.

you?"

"Sure," said we. "Why not?"

"Well, the wind . . ."

"Yeah, we were wondering about that, too," said Tim, winking our way. "When does it usually come up?"

Despite initial misgivings about being bounced down a size, we quickly grew to like *Elan*. Like her name, the boat had ardor and spirit, not to mention a pretty formidable

local racing record; she'd won a race just the week before and was one of the favorites for the Rolex. The boat was set up with such amenities as a Martec prop, adjustable backstay and mylar 150. This was feeling better all the time. Under 110 and reefed main, we sailed out to Buck Island, just off Charlotte Amalie. There we smeared sunblock on, mixed celebratory rum punches and swam in crystalline blue water; not necessarily in that order. We fell asleep in the protected cove, under a single white sheet and a blanket of stars. Welcome, we thought, to paradise.

We woke the next morning to an even stronger wind than the previous day. We again set the 110 and kept the reef in the main and set off to weather towards Cowpet Bay and the St. Thomas YC. About halfway there, the boat fell off a particularly vertical wave and there was a sharp metallic bang.



us.

Ashore, our housing was already second to none. Your hometown quartet was quartered in the beachside condominium of race committee person Jodie Sagar, a witty and thoroughly charming hostess, and her loquacious Siamese cat, Tai.

& OTHER FANTASIES

Tim swung the boat head to wind while the rest of us cast off sheets and looked for the source of the noise. We didn't have far to look. The chainplate holding the lower

None of the people
coming along the
next day had
ever raced before.

shroud on the port side had failed, and the wire now dangled limply against the coachroof. There was nothing to do but peel off the sails and motor into Cowpet Bay.

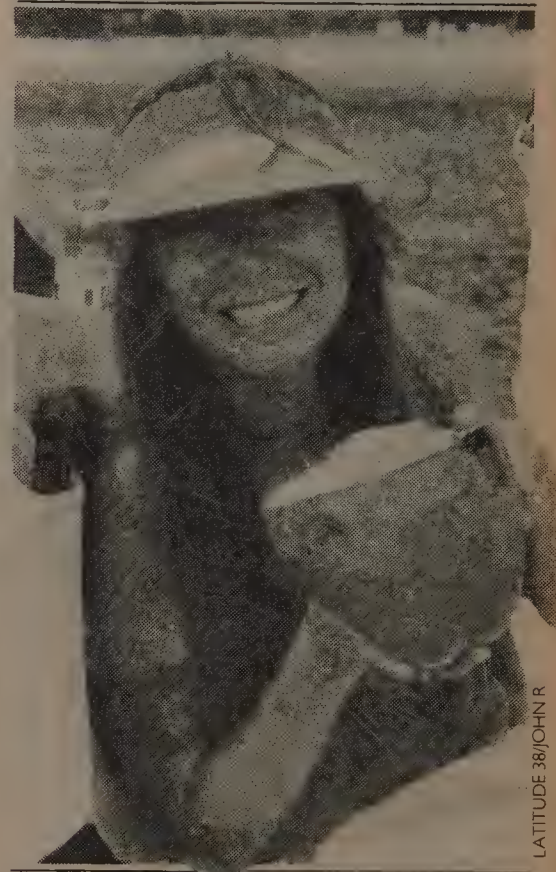
The chainplate, as we later found out, was a simple fix. Instead, we chose to accept the

offer by race organizers to get us another boat. Keep in mind that this is now the evening of the skipper's meeting and that racing started the next day. Through that day of press meetings, boat arrivals and numerous rum punches, we kept our eyes peeled for Barbara, owner of our new mount, a Catalina 30 named *Cape Codder*.

By about 7 p.m., we were starting to panic. No one had heard from (or heard of, it seems) the lady or the boat. She seemed overdue even by "Caribbean time" standards. As plan B, we'd tentatively arranged to crew aboard *Hirondelle*, a classic wood yawl, for the series. We wouldn't be in the Publishers Cup that way, but at least we'd get to show these Caribbeans what West Coast sailors are made of.

Actually, Northern California was already amply represented at the Rolex. We spotted Bob Berry, Bobbo Larsen, Greg and Jan Dorland and several other familiar faces we couldn't quite attach names to. Dave

Hodges was there, sailing aboard an Olson 30, and Greg Wisley was on the coffee grinders aboard the maxi *Condor*. The last day, at the airport, we ran into Gary Ittic, a Bay Area attorney who just happened to be in the right place at the right time and ended up crewing for the *Yachting* crowd aboard



LATITUDE 38/JOHN R

Above, fresh coconut milk whitens your smile. Left, the parking lot at Cruz Bay, St. John.



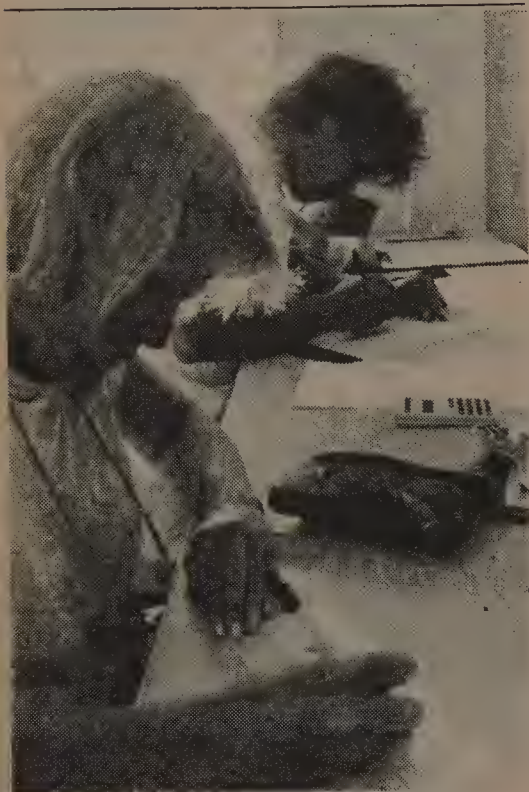
LATITUDE 38/JOHN R

their J/29, *Alligator*. You read right. *Yachting* apparently didn't feel their original boat was up to racing, so they traded it in for a J/29.

We got *Cape Codder*. Barbara and Lloyd showed up just before the skipper's meeting, and afterward we all sat around with drinks and got acquainted. Fortunately, although the notice could hardly have been shorter, *Codder* had had her bottom cleaned and would be ready for the race the next morning, said Barbara. Unfortunately, neither Barbara nor Lloyd nor any of the people who were coming along the next day — another woman and two kids — had ever raced before. But what the heck, this was a cruising class race. With no spinnakers to worry about and some good basic knowledge aboard, we could still wow the crowd.

Or so it seemed. To make a long story short, *Cape Codder* was a clean boat, a comfortable boat and a blazer off the wind

THE ROLEX CUP



TIM STAPLETON

Above, Easter customs. Spread, Easter sailing. Inset, Easter bunny — Caribbean style.

with her big roller headsail poled out opposite the main. To weather, well, let's just say she was set up for cruising, not racing. After a near perfect start, the rest of the fleet angled off into the morning a good 15 degrees above us. We tried various fix-its, rigging a vang/preventer and roller reefing the headsail. But when we spotted a seam beginning to open on the headsail's leech and decided to abort at mid-race, there was an almost audible sigh of relief. The race was

"Is that bend in the mast supposed to be there?"

a long one, with lots of weather legs. It would have been a long day.

Back at the club — by the time we'd motored back most of the Class A boats were in — we discussed our options. There appeared to be three if we wanted to race: 1) Work on *Cape Codder* to make it more competitive. This basically involved unrigging the roller headsail and hanking on

Elan's Mylar 150; 2) See if we could still get aboard *Hirondelle*; 3) fix *Elan*. We chose the last one.

And wish we'd have made the choice sooner. After a quick check, we discovered the rest of the chainplates to be in good repair. The morning of the second day of racing found us unbolting the other half of the broken chainplate and hiking several miles through the Caribbean heat to Red Hook to get a new one fabricated. We

planned to have the chainplate installed and the rig tuned for the start of the last race on Easter Sunday.

Ah, the best laid plans of mice, men and sailing writers. It was one of the times you wonder why you ever wanted to do it in the first place. There we were, bolting *Elan* back together, reattaching the shroud and feeling very good about the whole thing —



we were even planning to invite Barbara and Lloyd aboard to give them a taste of what racing was really like — when someone looked up and said, “Is that bend in the mast supposed to be there?”

Well, it wasn’t a bend, really, but it was definitely a healthy dimple, right where the shroud throughbolted the mast below the spreaders. “You know,” said the same someone, “I’m getting the feeling we weren’t meant to do this race.”

Perceptive, that. The boat’s owner, obviously taking some pity on our situation came out, surveyed the situation and said, “Take it out. If it breaks, it breaks. If it doesn’t, go sailing. You can have the boat for as long as you want.”

cracked up to be and then some: warm, clear aquamarine water; good wind; nice people; and beautiful scenery — both above and below the water. Heck, most of the time you don’t even get your anchor dirty. Almost everywhere the bottom is nice, clean, good-holding white sand. Sailor heaven couldn’t be much better than the Caribbean.

Except that sailor heaven doesn’t have



LATITUDE 38/JOHN R



TIM STAPLETON

The main deck at Pusser's Landing, West End, Tortola.

So we took *Elan* out, set the sails, and waited for the horrible metallic smash that would seal the fate of our remaining week of vacation. Fortunately, it didn’t come. In fact, the more we sailed, the more the dimple seemed to pull itself out, though it never disappeared completely. At a pow-wow that evening, though, we decided not to stress the rig any more than necessary by racing. We would hang around the next morning, take some photos of the start and go cruising. Oh well, our Seikos keep excellent time, anyway.

Cruising in the Caribbean. There’s a mental picture worth a thousand words. Make that several thousand. A million. Unfortunately, that’s where one of the big gaps opens up between going sailing and writing about it. So often, words on a page seem crude and wholly inadequate when it comes to the actual experience. This was especially true for our Caribbean adventure. Suffice it to say that, to our humble and rain-dulled senses, Caribbean cruising is everything it’s

Customs. Heathens that we are, we didn’t attach any particular significance to sailing in to clear customs in the British Virgins on Easter Sunday. But the guys that worked there did. They were on triple overtime or something and it ended up costing the four

Pusser's 'Pain Killers' are deadly things.

of us nearly \$60 for three days. (\$16 of that was for the two of us that had only birth certificates, not passports.) This is at West End, on Tortola. We heard Roadtown would have been even more. Contrary to the perception you readers may also have that sailing writers make lots of money for all the fun they have, that was a high price of admission. We decided to anchor directly

THE ROLEX CUP



LATITUDE 38/JOHN R

Above, Jodie Sagar and Tai. Right, Katie, Tim and Karen do-wa-diddie the St. John Shuffle.

across Soper's Hole, go into Pusser's Landing and discuss the outrageousness of it all over rum.

Pusser's Landing is an open-air bar/restaurant/gift shop/meeting place set up for cruisers. It has a long dinghy dock out front and a huge figurehead on the main deck. Both the figurehead and the Pussers Rum are authentically British. The former

Most places you
don't even get your
anchor dirty.

once graced the stem of a British man-'o-war; the latter is the same stuff the Purser (hence the name) handed out daily tots of to British sailors for something like 200 years. Today, Pussers is helmed by Chuck Tobias, one of the more colorful characters you're likely to meet in any lifetime. In the years we've known Chuck, he's been a writer, photographer, cruiser, catamaran racer, diver, engineer and movie maker. Now he makes rum. Just shy of 50, he still arises at 5 a.m. every day to run several miles and then do a workout that would have Rocky begging for mercy. It had been a few years since we'd sailed together,

so we were looking forward to a reunion. We called when we got there, about 3 p.m., and Chuck said he'd be around about 7. So we ordered a couple of "Pain Killers" and sat down to wait.

The rest of the evening is sort of a blur. Like our immigration fees, Pusser's Pain Killers are deadly things. We remember the beginning of an Easter Party, a buffet featuring the best barbequed ribs this side of Atlanta, and Chuck appearing sometime after dusk. After that the evening dissolved into a kaleidoscope of war stories, lots of hugging and handshaking, countless more rum

drinks of varying colors and consistencies, and dancing to the Caribbean band. The next thing we remember we were waking up on the boat feeling as though the entire Russian Army had walked across our tongues in their stocking feet. It must have been a fun night.

In the remaining few days we visited a half-dozen more picture postcard spots and made enough memories to get us through one more year of "fun". On Norman Island, we explored the caves Robert Louis Steven-



LATITUDE 38/JOHN R

ROLEX RESULTS

Our predicament notwithstanding, the rest of the Rolex Cup went on without a hitch, turning the sleepy St. Thomas YC into three days of parties and general pandemonium. There were buffet dinners and steel bands and dance bands every night. Other sponsors besides Rolex included Rums of the Virgin Islands, Mount Gay Rum, Gran Marnier and Becks Beer, so there was also plenty of grog to keep everyone happy — even us, and we weren't even racing. In all, some 73 yachts and 800 sailors competed in this year's three-race series. Here are the winners.

Name	Type	Skipper/Owner
CLASS A (IOR)		
1. <i>XS</i>	X — 3/4-ton	Marzano/Chammah
2. <i>Midnight Rambler</i>	Swan 46	Nick Evans
3. <i>Berserker</i>	Swan 51	Mike Goldberg
CLASS B		
1. <i>Rocket</i>	J/27	Rosenberg/Braure
2. <i>Blazin</i>	Beneteau 33	Holmberg/Brown
3. <i>Replay</i>	Hobie 33	Lemon/Curtis
CLASS C		
1. <i>Pipe Dream</i>	Serena 42	Peter Haycraft
2. <i>Titere</i>	Beneteau 46	Lewis Moscoso
3. <i>Extasis</i>	Beneteau 46	Hector Torres Villa
CLASS D		
1. <i>Cold Beer</i>	Pearson 29	Rudi Thompson
2. <i>Sassy Lady</i>	P Flyer 30	Juan Torrella
3. <i>Mirage</i>	Beneteau 30	Vern Robinson
CLASS E		
1. <i>War Baby</i>	P&J 61	Warren Brown
2. <i>Free Lance</i>	Cal 40	Toni Marl
3. <i>Alligator</i>	J/29	Guy Gurney
CLASS F		
1. <i>Dai Sei</i>	Freedom 44	Cliff Campbell
2. <i>Lazy Lou</i>	Pearson 28	Luis Valderas
3. <i>Puff</i>	Pearson 28	Henry Menin
CLASS S (Nautor Swan Fleet)		
1. <i>Midnight Rambler</i>	Swan 46	Nick Evans
2. <i>Berserker</i>	Swan 51	Mike Goldberg
3. <i>Rising Star</i>	Swan 48	Stein/Talbot
CLASS P (Publishers Cup)		
1. <i>Alligator</i>	J/29	Guy Gurney (Yachting)
2. <i>Idylle</i>	Beneteau 43	Jack Callahan (Cruising World)
3. <i>Orient Express</i>	Elite 64	Roger/McMillan (Chartering)

'Adrenalin', a Kiwi 35, made a big splash with her topless crewlady.



son wrote about in *Treasure Island* from our dinghy. On Peter Island, we touched the glistening shell of a grazing sea turtle, swam with the reef fish through multicolored coral forests and looked for Halley's Comet from a hammock swung between the mast and headstay. We found an old, overgrown anchor on the bottom at Salt Pond, St. John. We ate broccoli quiche and black bean soup — made by Suzanne, a self-professed gypsy with a New York accent — at a tiny roadside restaurant in Coral Harbor, also on St. John. We scanned the surrounding islands from the old lighthouse atop Buck Island. We got so we could sail on and off anchor in all but the most crowded anchorages. We got sunburned, sand-caked and too long between showers and loved every minute of it.

The four sailors that had left the St. Thomas YC a week earlier irritated, unsure

and looking like four bottles of milk returned dark; salty and relaxed. With the race fleet on their way to the BVI Spring Regatta on Tortola, the yacht club was also quiet and relaxed. The next day, ironically one of no wind, we bid our farewells to Jodie and Tai, loaded *Elan* with all our gear and motored back to Avery's. They were very pleased to see the rig still standing. Then it was off to do some last minute duty-free shopping before heading for the airport. Once there, we all grew uncustomarily quiet, letting the images of tranquil sunsets, aquamarine water and cool tradewinds catalyze in our brain cells. The Rolex Cup — the whole reason we were down there in the first place — was only a dim and unmissed memory until we ran into Gary Ittic. He told us that *Yachting* had won

the Publisher's Cup. And to make it even worse, they had done so by beating only one other boat that had completed the series! Aaaaarrggghhhhhh!

That got our competitive juices flowing again. And reminded us how much writing about sailboat racing can be like sailboat racing. Sometimes things work out like you planned, sometimes they don't. Sometimes stories have happy endings, sometimes they have, well, less happy ones. This story has both: the cruising, which was fabulous, and the racing, which was a bust. Then again, sequels are big these days. There are lots of places we'd still like to cruise to down there, and race organizers hope to have a matching fleet for the publishers in '87. We noticed ourselves rubbing our wrists unconsciously.

Just wait till next year.

— latitude 38 — jr

SINGLEHANDED

One of the things that makes sailboat racing interesting is that competitors must deal with so many variables to do well. It's not like bicycle racing, for example, where the track and bikes remain essentially the same and the only variables are how hard and long you can pump. To do well, sailboat racers have to deal with tides, weather, sail trim, boat trim, waves and of course the wind — in all its many strengths, characters and directions.

Even the best racers can't do much in no wind, however. No wind is not a minor inconvenience like rain on the bicycle track. A sailboat race with no wind is like a bicycle rider with no track. Like a bike with no wheels. Like this year's Singlehanded Farallones Race.

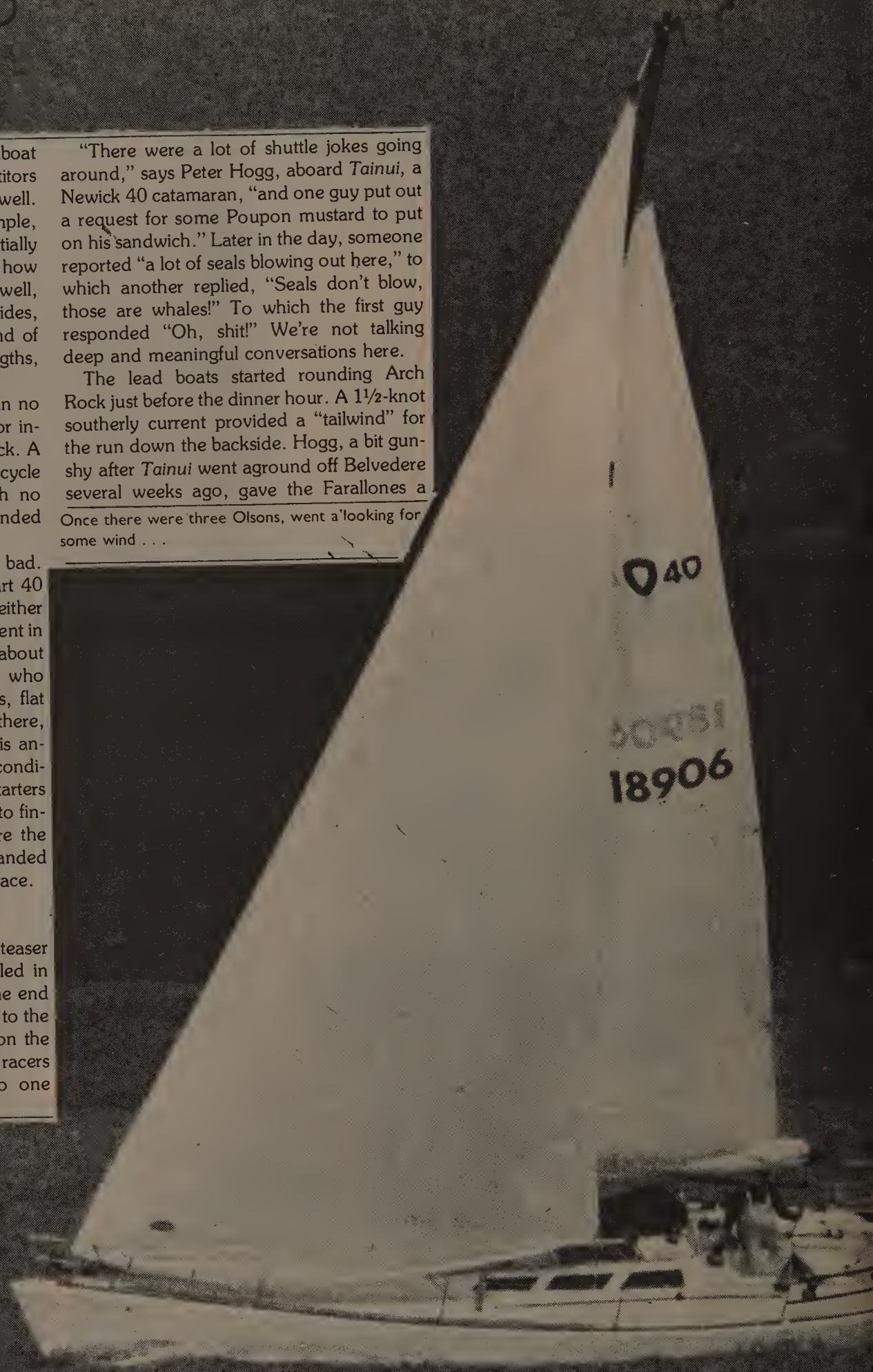
Well, maybe it wasn't all quite *that* bad. But you have to admit, when you start 40 boats and 22 drop out because they're either not moving at all or moving on the current in the wrong direction, you're not talking about an extremely exciting race. The 18 who stuck it out were treated to hazy skies, flat water and, aside from spurts here and there, some of the lightest winds ever for this annual 60-mile event. (In similarly light conditions last year, only 21 of 41 starters finished.) In a race where the norm is to finish before dark — at the worst before the bars close — the 9th Annual Singlehanded Farallones was destined to be a long race.

Mother nature did provide a teaser early on, a healthy southerly that filled in right after the start. Combined with the end of the ebb, it gave the boats a good lift to the islands. But it didn't last long. By noon the wind had gone to nearly zero, and racers were passing the time by talking to one another on the radio.

"There were a lot of shuttle jokes going around," says Peter Hogg, aboard *Tainui*, a Newick 40 catamaran, "and one guy put out a request for some Poupon mustard to put on his sandwich." Later in the day, someone reported "a lot of seals blowing out here," to which another replied, "Seals don't blow, those are whales!" To which the first guy responded "Oh, shit!" We're not talking deep and meaningful conversations here.

The lead boats started rounding Arch Rock just before the dinner hour. A 1½-knot southerly current provided a "tailwind" for the run down the backside. Hogg, a bit gunshy after *Tainui* went aground off Belvedere several weeks ago, gave the Farallones a

Once there were three Olsons, went a'looking for some wind . . .



wide berth to port — about three miles. The boats that stayed close in were surprised to see a lone Moore 24 beating north against the current.

"The first thing they'd ask is if I was doing the Singlehanded Farallones," says Mike O'Callaghan aboard *Wet Spot*. "And I had to laugh. I mean, what else would a Moore 24 with one guy be doing out there at that hour?" The confusion was understandable, though. Once they realized he was a competitor, racers reminded Mike that the Farallones were to be left to port. Oops. In fact, double oops: By taking a more southerly course to find a little more breeze, Mike had made good time to the islands.

Wet Spot's southerly caught up with the homebound boats near the Lightship late that night, and the chutes started going up. "I put the 1/2-ounce up and went right down the middle with the last of the flood," says O'Callaghan. It was another good move. Apparently figuring the tide had already turned, most of the other boats

tucked under Mile Rocks and ran up along Baker Beach. One by one, *Wet Spot* picked them off, passing even *Aquila*, the Olson 40, just abeam of the St. Francis at about 3 a.m. But Mike didn't quite beat the ebb. When he thought he was east enough to make the finish, he reached over to shore, only to be caught by the changing tide. "I spent the next half hour racing with the inside mark at the St. Francis," he says. "Most of the time, it was winning."

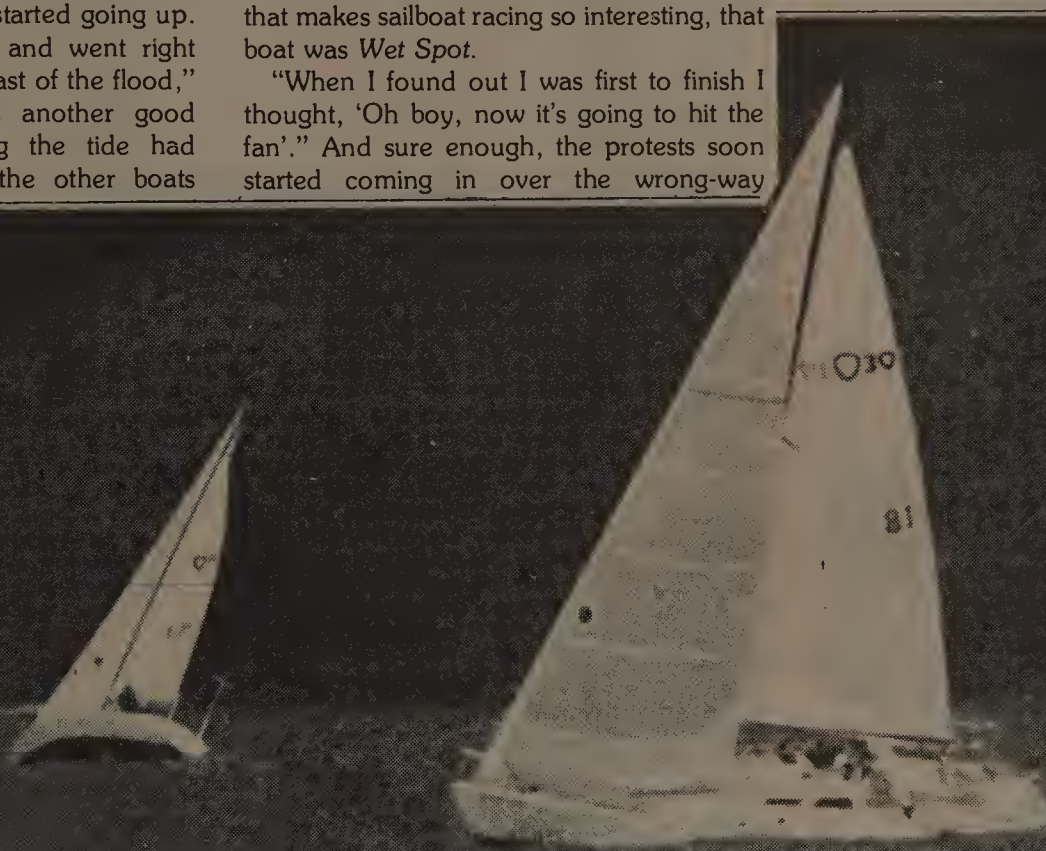
Through it all, the committee boat stayed dutifully on station. "The race committee usually packs it in about midnight," says committee member Shama Kota. In past years, boats that finish later have had to take their own times. "But since no one had finished, they stayed on station the whole night." You can bet the coffee pot earned its keep: the first boat didn't cross the finish line until 3:58 a.m. In another of those quirks that makes sailboat racing so interesting, that boat was *Wet Spot*.

"When I found out I was first to finish I thought, 'Oh boy, now it's going to hit the fan'." And sure enough, the protests soon started coming in over the wrong-way

rounding. At this writing, the hearing had not yet been held, but it will be a hard one to call. True, O'Callaghan did round to starboard when the directions called for port, but those instructions were given at the skipper's meeting that Mike was unable to attend. They weren't written in the race instructions. And in the half dozen other Farallones events he's raced, he's always had the option of rounding either way. How would you call it?

Other boats sailed/drifted in through the morning — often at an agonizingly slow pace as they fought the big spring ebb. Despite the fact that he went inside Mile Rocks and hugged the South Shore, "It took three hours to go from Pt. Bonita to the finish," says Peter Hogg. He finished about 9 a.m., just short of 24 hours after he started. The last boat finished at 12:30 Sunday.

— latitude 38 — jr



1986 SINGLEHANDED FARALLONES RESULTS

Division I: 1) *Sundowner*, Buccaneer 33 (trimaran), Joe Therriault; 2) *Walmea*, Buccaneer 33, Barry Parkinson; 3) *Tainui*, Newick 40 (catamaran), Peter Hogg.

Division II: 1) *Francis Who?*, Olson 30, Dan Newland; 2) *Wizz Lass*, Tartan Ten, Len Jackson; 3) *Aquila*, Olson 40, Graham Hawkes.

Division III: 1) *Wet Spot*, Moore 24, Mike O'Callaghan; 2) *Emerald*, Yankee 30, Peter Jones; 3) *Elixir*, Wavelength 24, Chuck Von Schalsia.

Division IV: 1) *Shadowfox*, Carlsen 29, Mark Rudiger; 2) *Red Boat*, Cal 29, Buzz Sanders; 3) *Beautiful Noise*, Catalina 27, Peter Veasey.

First to Finish: *Wet Spot*, Moore 24, Mike O'Callaghan

*Protest pending.

THE 12-METER

Baseball fans all know that spring training is over. The hype and the hoopla have given way to the real thing. For America's Cup fans, spring training is also finished, but they must wait a while longer before they can fill in their box scores. The challenger eliminations to determine who will face the Australians in the Cup finals next February don't start until October. Until then it's more hoopla and hype.

There's also a lot of training going on in the meantime as well. On San Francisco Bay, three campaigns — the St. Francis Golden Gate Challenge, Chicago's Heart of America and the Canada 1 Challenge — spent the better part of two months tweaking and tuning against each other. They even managed to hold a few races against one another, none of which meant anything in the grand scheme of things. The contests offered the sponsors and fund raisers a chance, however, to show their colors and beat their breasts a bit, which is as integral to America's Cup racing as sailing.

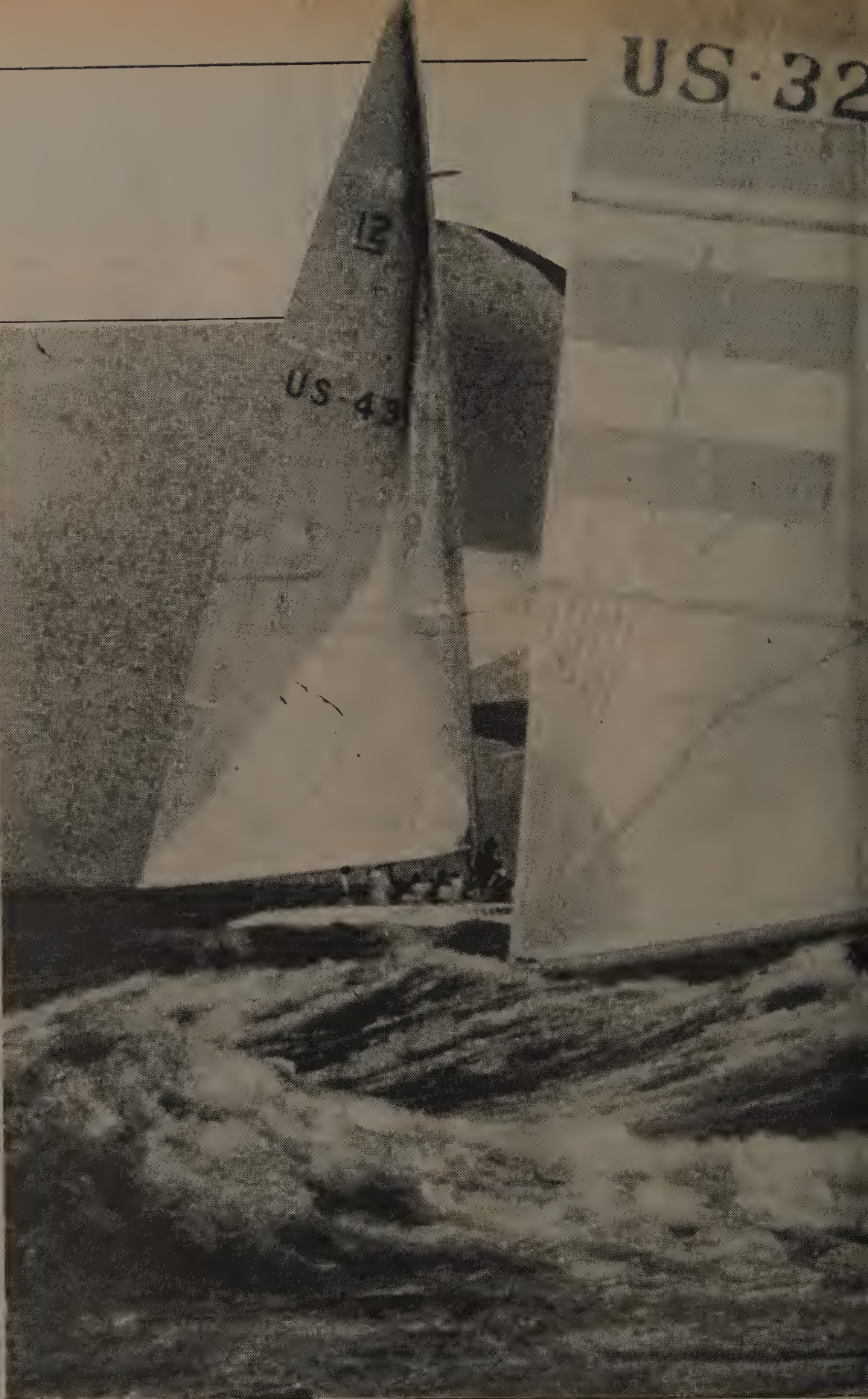
The first two weekends of April featured



LATITUDE 38/JOHN R

Terry Nielson.

plenty of 12-Meter action. On the 5th and 6th, all three groups left their training camp at the St. Francis YC for a jamboree on the Oakland Estuary. The winds were light and the waters smooth, as unlike the conditions off Perth, Australia, site of the 1987 Cup races, as one could ask for. The enthusiasm was high, however. Thousands lined the shore and shouted their encouragement.



"I've never seen anything like it," said longtime Oakland sailor Don Trask, who was serving as tactician on the Chicago boat. The Canadians, led by skipper Terry Nielson, triumphed in the round-robin series to avenge, somewhat, their 4-2 loss to Tom Blackaller's *USA* in March.

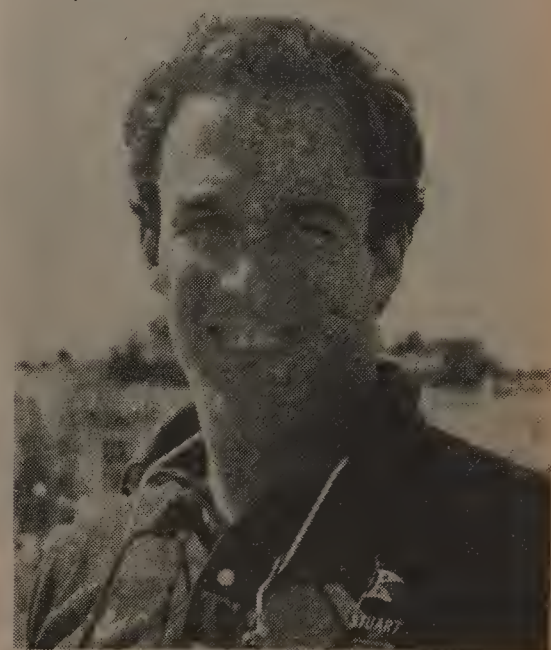
For Nielson, an Olympic bronze medallist and past Laser world champion, the "Camp America's Cup" session on the Bay has been an excellent classroom. "We came to learn about starts and boat

handling," he said. Terry is still a novice at match racing, and studying under Blackaller, a master, has been enlightening. "At first, Tom was better," he said, "but now I think I can get an even start." His *Canada I* appears to be a fast boat, so an even start might be all he'll need to do well in Australia.

On April 11th and 12th, the Golden Gate Challenge's *USA* and Chicago's *Heart of America* (aka *Clipper*) squared off for their first official match race series. Their previous attempt in March was cut short when *Clipper's* mast came tumbling down before the first race. Chicago skipper Buddy Melges

SCORECARD

them have been built since 1983, when *Australia II* won the Cup from the Americans. Five of the six American challenges all have new boats. Three of those groups, the Golden Gate Challenge, Heart of America and Newport Harbor, have yet to show much, yet each appears capable of knocking off the two long running campaigns of Dennis Conner's San Diego challenge and John Kolius' New York YC



Hank Stuart: wounded in the line of duty.

SHIMON VAN COLLIE



P. J. COHEN

'USA' and 'Clipper' roil up the Bay during their heavy weather races.

spent the next month training hard in an attempt to improve the speed of his yacht, which was originally built for the 1980 America's Cup campaign and sports a traditional fin keel instead of the new winged version. By April, Buddy was ready to go. "We made her faster with better sail selection and tuning," he said before the April match. "At least we're in the hunt and that excites the crew."

Prior to the weekend races, the crews

gathered at the Sheraton Wharf, headquarters for the 12-Meter crews in San Francisco, for a press conference. The event turned into more of a slide show, given by Chicago's tactician, Gary Jobson. A veteran of three America's Cup campaigns, Gary had just returned from Perth and the 12-Meter world championships. He had some interesting global observations about the current scene.

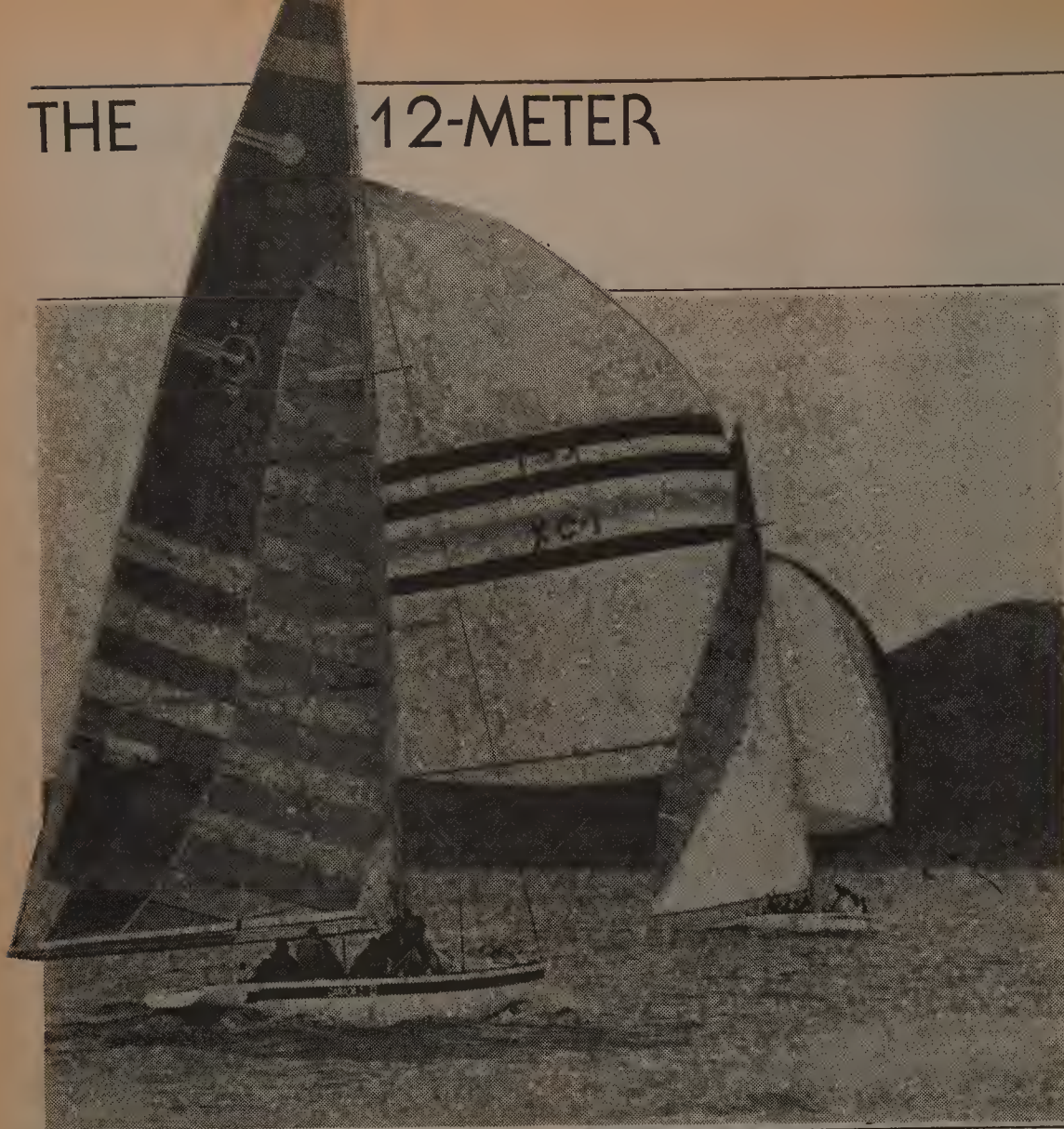
There are currently forty-two 12-Meters now sailing in the world. Twenty-nine of

effort.

"Dennis still has the best chance," says Gary, who was the winning tactician with Ted Turner in 1977. "Hawaii is a good place to train and he still has his afterguard of Tom Whidden and John Marshall. No one has proven themselves better. He does have five boats, though, which has got to be a major headache. How do you choose the fastest?" As for Kolius, Jobson is less impressed. "For all the money they've spent, they're not that far ahead. John hasn't done what Tom and I did in 1983 (Blackaller was the skipper and Jobson the tactician on *Defender*), which is get someone good steering his trial horse. I understand that situation is going to change soon, though."

Gary reports that three groups, Yale's *Courageous II* syndicate, Canada's True North and the French challenge from Marseille, are out of gas. With the field of challengers narrowed to eleven, the elimination races starting in October will lighten up a bit. "The time between races is crucial," says Gary, "because that's when you make the adjustments you need to win." Jobson predicts that the final four challengers will include at least two American boats, and

THE 12-METER



LATITUDE 38/JOHN R

Although behind here, 'Canada' appears to be a fast boat.

possibly four. The top non-American entries are New Zealand and England's *Crusader*.

It took Gary a year to recover from the bitter defeat of *Defender* in 1983. "I put my heart and soul into that effort," he says. This time he's relaxed and optimistic. Chicago's

"Five boats has to be a headache. How do you choose the fastest?"

new boat was designed very late in the game, and many of the good aspects of other new 12's found their way into its hull shape. Gary admits they were simply dumb ass lucky that things turned out that way. The Chicago effort also has some big sponsors in MCI, Caterpillar and CIBA, the folks who make the seasick patches you stick

behind your ear.

Chicago also has a big asset in Buddy Melges, one of sailing's legends. The Wisconsin scow sailor, sometimes called the "Wizard of Zenda", has won an Olympic Gold Medal and several world championships. He possesses the charisma and leadership qualities that can inspire a crew to Herculean heights. "Buddy's enthusiasm is the reason we're here," says Jobson. "He likes to be the underdog and he wants to bring the Midwest to the rest of the world."

The open faced Melges is also a character. When asked if there was any significance to his challenge being sponsored by makers of an anti-seasick patch, he grinned in acknowledgement. "Sure I use 'em," he said with a twinkle in his eye. "Hell, I get seasick on a hayride!" Many of Buddy's triumphs have been on fresh water lakes, so a tendency towards mal de mer is quite possible. At least he hopes his competitors would think so. Buddy is not above using any psychological edge he can find, even if it's one in reverse.

WHAT IS A 12-METER?

It's not a boat that's 12 meters long. It's also not a 12-foot boat, as was erroneously reported recently by an East Bay daily. To be classified a 12-Meter, a boat must meet a specific formula, an algebraic equation, which must work out to equal 12 meters. The formula is:

$$\frac{L + 2d - F + \sqrt{S}}{2.37} = 12 \text{ meters}$$

Where: L = rated length in meters; d = girth difference in meters; F = rated freeboard in meters; and S = rated sail area in square meters. The 2.37 is a constant. Most 12-Meter yachts work out to be about 20 meters long (approximately 65 feet) and have a sail area of 167 square meters (1,800 square feet).

Now that you know all there is to know about what a 12-Meter is, here's question two: Why is the 12-Meter the choice for the America's Cup? Is it because it's the fastest, or the best designed boat available? No. The reason is because in 1958 it was decreed in the America's Cup Gift that the competitors race in 12-Meter class yachts.

Some experts feel it's actually an old-fashioned, inferior design.

"They're terrible boats," says Bob Smith, a naval architect from Mill Valley. "They're antiquated and don't go very fast. They're nothing but a shell inside (a racing 12-Meter has no cabins, no head and no interior to speak of), so they can only be used for daysailing. They sometimes have trouble in heavy winds; water gets inside and they're always having to pump them out."

Chuck Burns, a naval architect from Hayward who has worked on 12-Meter designs, says, "Comparing a 12-Meter to another 65-ft racing yacht is like comparing *Merlin* to an iceberg. 12-Meters are big, heavy boats. Eighty percent of the boat is underwater. They have no hope of surfing and don't generally go fast. They weren't designed to."

Alameda naval architect Carl Schumacher, a member of Golden Gate Challenge design team for the syndicate's second boat (R-1, the "Revolutionary One"), agrees that the 12-Meter is "quite a bit different from an IOR boat. It's heavier, narrower and deeper, with a



At the dock, the Canadian flag flies from a good-luck hockey stick.

The Zenda zoomer is also having fun sailing 12 Meters, which are basically just big day sailors. "I hate sailing at night," he says. "It's much better to be in bed with someone

shorter waterline length." But Schumacher says that's fine for the America's Cup matches. "There's a real advantage to having the America's Cup race sailed in 12-Meters. Because they're not a fast boat, it keeps the racers closer together. It makes it more of a 'chess game'. There's more strategy involved. There's more of a competitor against competitor feeling."

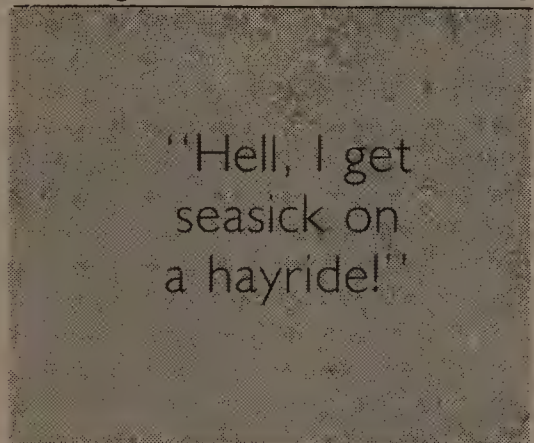
"For instance," he says, "if the race were run in multihulls, it would be boring, just a drag race." The average speed of a 12-Meter is 8½ knots. "Upwind, downwind, it's all the same. That's the nature of the boat," says Schumacher. "That's also why even a one percent difference in speed makes a difference. That's what we believe we've done with R-1."

If there were no America's Cup, however, Schumacher feels 12 Meters would probably become extinct. "Who would want a 60-ft, 60,000-pound boat that costs over half a million dollars to build — and that you can only take out in smooth waters and only during the day?" he says. "It's a dinosaur."

— *terese pencak schwartz*

warm next to you than to be cold and wet and tired."

As for the racing itself between the Heart of America and the Golden Gate Challenge, the mood was less jovial. In Saturday's first heat, USA crewmember Hank Stuart was hit in the face by a flailing jib sheet and had to be taken to the hospital. In the second, confusion led USA to cross on the wrong side of the committee boat at the



finish. Blackaller protested the race committee and was awarded the race to the chagrin of the Chicago camp.

On Sunday, the fur began to fly. Chicago



Above, Buddy Melges. Below, while Blackaller steers, 'USA's afterguard tidies up the cockpit during a downwind leg.

the race. In the third heat of the day, Blackaller outfoxed Melges at the start and won going away. Both yachts were thrown out of the second race, leaving the series tied at two apiece and several egos bruised. Chicago then broke camp to head back east and take delivery of their new yacht, while the Canadians planned to travel south for some sailing against the Newport Harbor syndicate. Melges had indicated he would return to the West Coast, but whether he



PACIFIC  TELESIS

won the first race in light air, pulling ahead 2-1 and threatening to win the series in front of the San Francisco crowd. In the pre-race maneuvering for the second heat, the two 12's banged hulls and a vicious shouting match ensued. Chicago won the start and

comes to the Bay or joins the Canadians (with whom he has been sparring since last fall) remained to be seen.

Remember, it's all hype and hoopla at this point.

— *shimon van collie*

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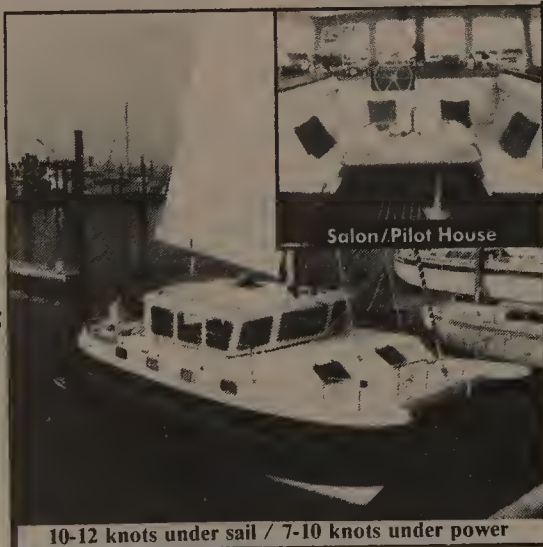
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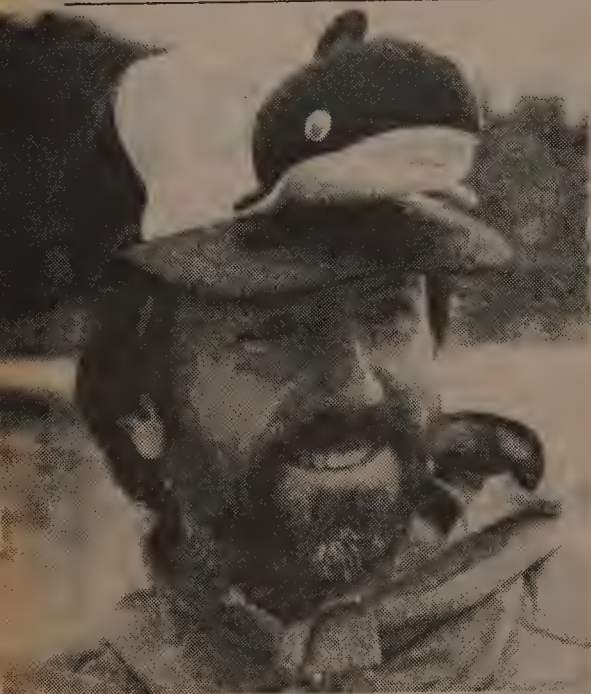
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VANCOUVER'S

The opening of Expo86, this year's world exposition in Vancouver, British Columbia, is perhaps the biggest event to hit



the westernmost province of Canada since 1792. That's when Captain James Vancouver of the English Navy sighted the rocky, tree-lined shores of the largest island on the western coast of North and South America. That piece of land was eventually named after Vancouver; and its principle city, Victoria, became the provincial capital. The city of Vancouver didn't really get going until 100 years ago. With its natural protected harbor and easier access to the rest of Canada, however, it has become the largest port on the west coast of the Americas. Each year, some 56 million tons of grain, coal, lumber and other raw and finished materials pass through its docks. No wonder the theme for Expo86 is transportation and communication!

extravaganza, and the recent terrorist events overseas will probably swell those numbers even more. It will be, in short, one hell of a bash.

ALL PHOTOS BY SHIMON VAN COLLIE

intelligence.)

Out of this deluge of information, several points appear to be important for those who wish to journey north this summer and enjoy

In spite of the spring rain and fog, the natural beauty of the area was evident.

But the B.C. Ministry of Tourism wants you to know that there's lots more to do up north than just go to the fair. For boaters and fishermen, in particular, there is an incredible playground of waterways and islands to explore, fish and enjoy. That's why they shipped a group of boating writers and editors up for a whirlwind tour over the weekend of April 18th to 21st.

Press junkets are a unique travel experience. For four days we travelled by innumerable modes of air, land and sea transportation, including DeHavilland Beaver sea planes, a 77-ft Ed Monk designed custom motor yacht, and the 426-ft B.C. ferry *Queen of Saanich*. We heard presentations and were given several pounds of promotional literature, including maps, books and brochures on the vacation wonders along the Strait of Georgia and Vancouver Island.

In spite of the late spring rain and fog, for which everyone tried to apologize, the natural beauty of the area was evident. There are hundreds of rocky, tree lined inlets in which to anchor. The water is clear. We saw flocks of American bald eagles perched in fir trees, waiting to sweep down and pluck a tasty salmon from the bay. For humans, hooking a coho isn't much more difficult.

the great Northwest.

Expo86, while being very water oriented, will have limited water access. The main fairgrounds line the banks of False Creek, a narrow inlet on the south side of central Vancouver. The Canadian exhibit, a spectacular ship-like edifice with five towering fiberglass sails, rests on the north shore in the city's busy commercial harbor. Anchoring is not permitted in either area, nor will it be

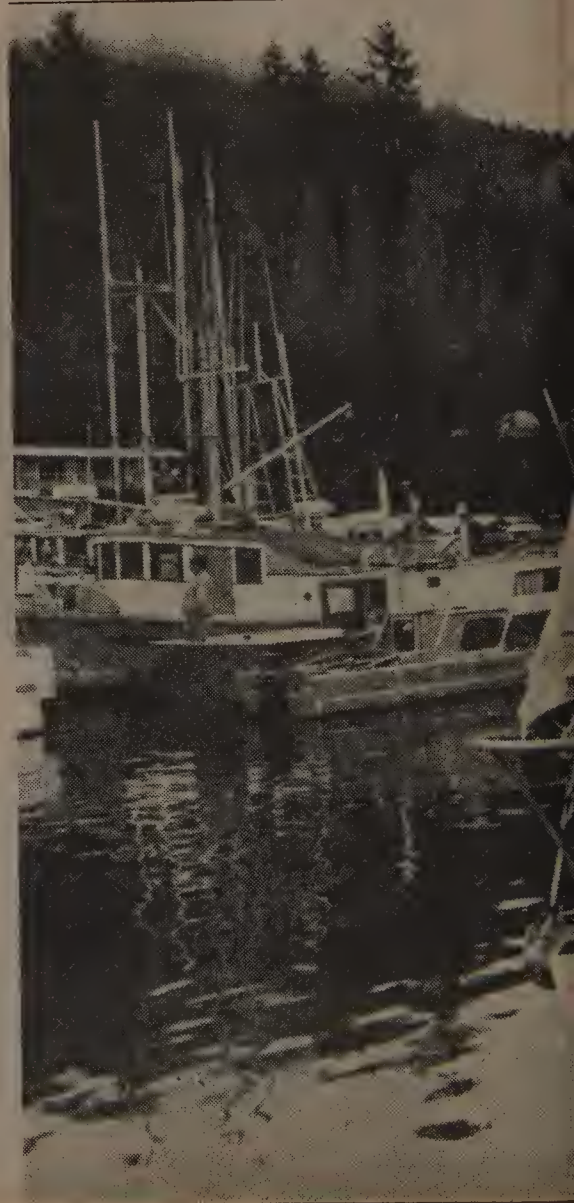
Right and below, guest berthing will be available during Expo, but you need to make reservations well in advance.



More Englishmen will be coming to British Columbia this summer, as well as citizens from all over the globe. Most notably, Prince Charles and Lady Di will be on hand in early May for the opening ceremonies. Over 13 million tickets have already been sold for the

Above, Canadians have a skyline to sail by, too. Way above, Canadian in authentic native headgear.

(The eagles have also been known to pick off stray cats and small dogs, which is a demonstration of some form of higher



allowed in English Bay to the west.

There are marinas in all three of these areas, and some guest berthing will be available during Expo. You shouldn't plan on showing up and calling in on the VHF, though. Reservations will be required. The Canadian Coast Guard has published an excellent handbook called the *EXPO86 Marine Advisory* on how to deal with berthing and customs. You can obtain a copy from the local British Columbia Tourism office at 100 Bush St. #400, San Francisco, CA 94104 (415-981-4780) or from the Canadian Consulate, Tourism Division, 412 Plaza 600 Bldg., Seattle, WA 98101.

If you don't want to take your own boat north, you can charter one in B.C. There are numerous companies offering boats on both sides of the Strait of Georgia. Again, the B.C. Tourism office can send you informa-

tion. The Canadian magazine, *Pacific Yachting*, also publishes a great little cruising directory which you can obtain free by writing them at 202-1132 Hamilton St.,



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Captain James Cook (his real name!) of the Victoria Sailing School told us that 70 percent of his charters are a week long. That sounds about right to us, since it would give you time to sail over to Vancouver and cruise the Expo site (boats are allowed to motor through False Creek) and then head west for some R&R.

We also spent some time on Mike Thomas' 45-ft Herreshoff ketch *Te Taki Na* ("The Challenge" in Mauri.) Mike built the boat in New Zealand and now charters out of Nanaimo, which is north of Victoria. He operates in both summer and winter and he guarantees fresh seafood meals of crab, oysters, clams, salmon, cod, prawns or trout. Not bad, eh?, as the Canadians like to say.

It may not be Tahiti or Waikiki, but the cruising grounds of British Columbia have something to offer, like fair sailing, abundant marine life and anchorages with names like Secret Cove and Desolation Sound. Hey, the motto for the whole province is "Super Natural". Check it out.

— shimon van collie



THE RACING

Reports from all over this month. Locally, we have results of the **San Francisco Cup**, the **Resin Regatta**, the **Doublehanded Lightship**, the **Wheeler Regatta**, and the **Champion of Champions**. Elsewhere a requiem for the **Mazatlan Race**, a preview of the **Kenwood Cup** and **Long Beach Race Week**, entries for the **Pacific Cup**, and much more.

The San Francisco Cup

Since 1960 the San Francisco and St. Francis yacht clubs, two of the most active racing clubs in Northern California, have been going at it each spring in the San Francisco Cup match race. For the last five years the St. Francis has had its way in the best three of five race series, including last year's cup in which *Bondi Tram* squeaked out a victory from *Chimo* by just seven seconds in the fifth race.

This year the San Francisco YC, with Jeff Madrigali driving Rolfe Croker's *Santa Cruz 50*, *Hana Ho*, walked away from the Chuck Jacobson's St. Francis entry, the *Santa Cruz 50*, *Allure*, in three straight races and by comfortable margins.

Hana Ho lead to the first mark in the first race in 15 to 18 knot winds, at which point *Allure* hit the mark with her boom and had to round again. While re-rounding, *Allure* struck the mark a second time in a row, and had to re-round. It was a bad start in what turned out to be a bad series for the St. Francis.

Hana Ho won the next three races to take the cup, the additional race being necessary when the St. Francis entry protested that the weather mark had drifted off station in the third race.

Madrigali says the San Francisco YC entry, despite being owed 40 seconds in each race, always had superior speed downwind, accounting for much of the difference. He also suggested that the St. Francis YC crew work was not what it should have been.

Resin Regatta

The 11th annual Resin Regatta offered racers "about the best pre-season tune-up you could have asked for," says organizer Rich Wideman. A strong northerly through the first race on April 12 moderated to a "normal" northwesterly for the afternoon competition. On Sunday, racers competed in light winds.

This is one of the larger regattas run by the San Francisco YC each year, says Rich. "We

try and dovetail with the St. Francis One Design series (held the previous weekend). Generally speaking, they run the bigger classes. We host the boats 30 feet and under."

This year, 90 boats in eight classes registered to sail the Resin Regatta, so named because it is for fiberglass boats. And with the heavy northerly blasting through on Saturday morning, it didn't take long for chaos to ensue. In maneuvering for their crowded start, two J/24s locked rigs. Before they could untangle, Mike Robinson's boat dropped its mast. Later in the day, *Pete's Harbor*, another J/24, got holed in a port/starboard encounter. Bob Brown was able to patch the hole in *Pete's Harbor*, and was back racing Sunday. New masts aren't as easy, but Robinson hopes to have one in place before the season opener.

Other than those mishaps, the rest of the racing went off pretty much as planned for racers. As for the race committee, well, they got a pretty good pre-season workout, too. "We had a little of everything: individual recalls, general recalls, delayed starts. On Sunday, we'd get a couple classes off and the wind would change. So we'd delay, change the course, get a couple more fleets off and then the wind would shift again — or die altogether. It was a real three-ring fire drill."

Don Weineke on the *Ranger 23 Twisted* added his own, um, twist to the proceedings. About 15 feet before the end of the finish line of the second Saturday race, he caught a puff, rounded up, and ended up doing a complete 360 before finishing first in class. Everybody at the barbeque dinner Saturday thought the maneuver was so great that he did another "victory roll" — this one intentional — before his first to finish on Sunday. We haven't figured out if Don's boat name refers to this maneuver or to his sense of humor.

Here are the results of the April 12-13 Regatta. Classes with only two placers had five or fewer boats completing all three races.

Olson 30 — 1) *Assoluto*, Rudolph Schroder, TYC; 2) *Killer Rabbit*, Bill Cloverdale, STFYC.

Etchells 22 — 1) *600*, Hank Easom/Charles Mohn, SFYC; 2) *Bogota*, John Revizza, STFYC; 3) *Hob*, Duane Hines, SFYC.

Express 27 — 1) *Archimedes*, Dick Swanson, Stanford Sailing Club; 2) *Salty Hotel*, Valerie Brown, RYC.

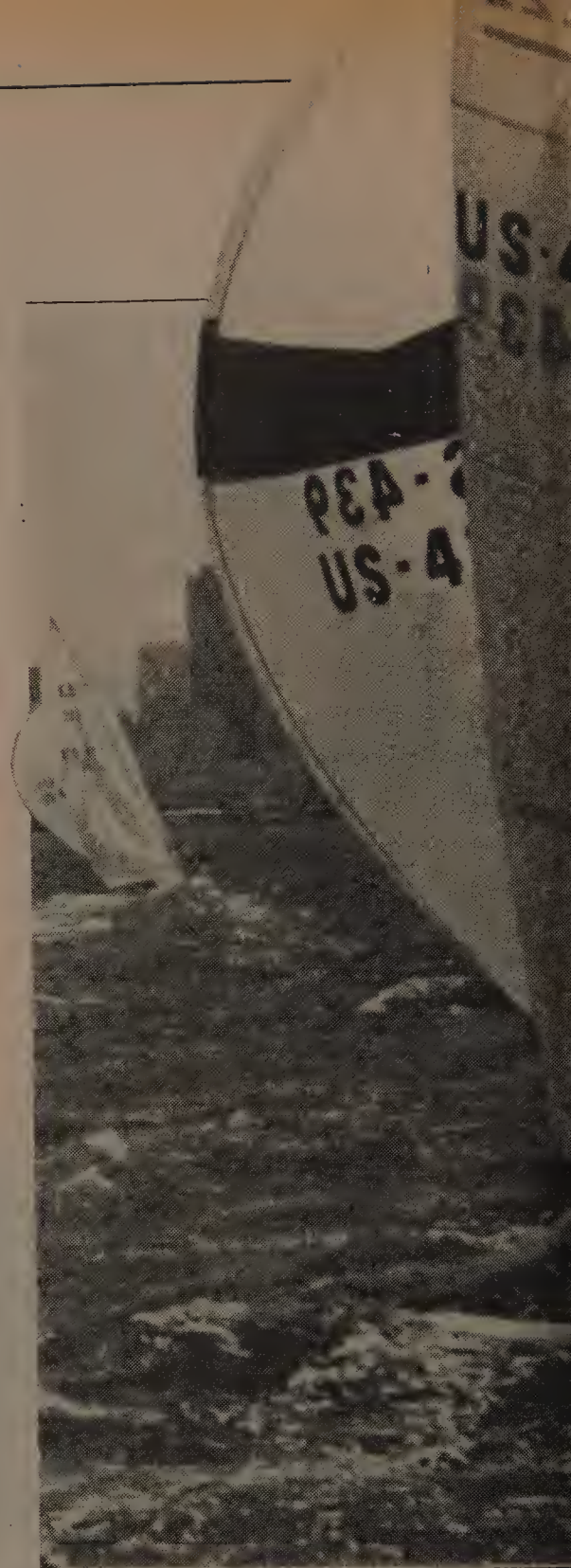
Olson 25 — 1) *Insouciance*, Mike McGrath, Folsom Lake YC; 2) *Paradigm Lost*, Andy Hegedus, CSC.

Ranger 23 — 1) *Twisted*, Don Weineke, SYC; 2) tie between *Smokey*, John Nelson, CSC and *Impossible*, Gary Kneeland/Jody Newberry, SYC.

Santana 22 — 1) *Hot Ruddered Bum*, Wilson Fieberling, SCYC; 2) *Limestone Cowboy*, Brett and Karen Leach, CSC; 3) *Gustbuster*, John Orfall, BYC.

Cal 20 — 1) *Hana Pan*, Mary Jo Foote, IYC; 2) *Puff*, Jerry Leth, SFYC; 3) *Great Egret*, Richard Vonehronkrook, RYC.

J/24 — 1) *Naked Weight*, Helmar Sowick/ Jeff Madrigali, SFYC; 2) (no name), Paul Lessig/ Greg Dorland, STFYC; 3) *Be Hip Or Die*, Peter Young, CSC.





LATITUDE 38/JOHN R

The Etchells fleet at the Resin Regatta.

Mazatlan Memories

The trend in popular ocean races in recent years has been to shorter races. The Tahiti Race is no more. The San Diego YC's race to Acapulco was shortened to Manzanillo and the Long Beach YC's old La Paz race now stops in Cabo San Lucas.

The reason for abbreviating the courses is simple; it's become a busier world and skipper's and crews no longer are able to take so much time off. That shortening a race slightly can make a big difference in participation was demonstrated by the Long Beach YC's race to Mexico. In 1981 when the course went around Cabo and all the way up to La Paz, there were just 13 entries. When the course ended at Cabo in 1983, there were

almost 50 entries.

Faced with decreasing entries in their biennial Los Angeles to Mazatlan Race, the Los Angeles YC undertook a study to see what they could do to increase participation. Based on the recommendations of a study committee February 12, the Los Angeles YC board voted to change their November race destination from Mazatlan to Cabo San Lucas, and to open the race to PHRF and IMS boats as well as the IOR boats that have always raced. An additional interesting feature of the new course is that Guadalupe Island, some 150 miles offshore about halfway down the coast, will have to be taken to port.

This change means that three of the five Mexican Races will now end in Cabo San Lucas; the Newport Harbor YC's March race and the Long Beach YC's November race, both held on odd-numbered years, and the

Los Angeles YC's race held in November of even-numbered years. The other two races are the San Diego YC's Manzanillo Race, held on even-numbered years, and the Del Rey YC's Puerto Vallarta Race, held on odd-numbered years.

The decision to change from a Mazatlan to Cabo destination was a difficult one for the Los Angeles YC, as the race was in the words of Don Wood, "a unique event based on some beautiful friendships". He made no bones about the fact that he was hurt by the change of destinations.

The Mazatlan Race got started when Los Angeles YC member Clark Sweet was cruising in Mazatlan back in 1960 — a time when virtually nobody was cruising Mexico. While in town he met a bunch of the local people, one who had a brother that was the head of Mexicana Airlines. One thing led to another and from this initial friendship both the race

THE RACING



LATITUDE 38/JOHN R

and a quarter century of close international friendships developed.

The first Los Angeles to Mazatlan Race was held in 1961 and drew nine boats. There were 30 entries in 1962, and 43 entries in 1964, by which time it had become a biennial race. The elapsed time record for the 1,000-mile course belongs to *Ragtime*; a charter syndicate covered the course with her in just 127 hours and 18 minutes back in 1972.

First-to-finish boats in the Mazatlan Race are some of the most famous names in racing: 1961, *Kamalii*; 1962, *Bolero*; 1964, *Sirius II*; 1966, *Serena*; 1968, *Mir*; 1970, *Kialoa II*; 1972, *Ragtime*; 1974, *Joli*; 1976, *Kialoa III*; 1978, *Christine*; 1980, *Secret Love*; 1982, *Drifter*, which burned shortly after her victory; and *Swiftsure III*, which took the hat trick in 1984's final Mazatlan Race.

If you're interested in the new Los Angeles to Cabo Race, it will start from Los Angeles on Saturday, November 8. The course distance is 870 miles. IOR boats must rate between 27.2 and 70; PHRF boats below

Curses, foiled again!

162, and IMS boats up to 615. The race will be limited to 50 boats and the entry fee is \$400. Call (213) 472-5673 for an entry form.

Having done two Cabo races, we can give this one an enthusiastic recommendation.

Bullship Bust

The Bullship race came about as the result of a dare between two men in an Irish coffee house on Broadway in 1943. The coffee house was called El Matador and the dare was between Lina Pera, a Spaniard, and Carlos O'Gara, an Irishman. The dare was to race the tenders to their yachts — which both happened to be El Toros' — across the Golden Gate.

Although they had to turn back before they decided a winner that first year, the sail turned out to be so much fun that the following year they invited their friends from the Lake Merritt El Toro Fleet to make it a race. That year, nine of the little eight-footers

made the two-mile sail from the Sausalito YC to the St. Francis. In keeping with the Spanish/American theme, El Barco Toro racers enjoyed Irish coffee at the St. Francis after the race.

By the 1950s, the race had become so popular that it had to be limited to 100 boats. By then, the race was organized and run through ABRA — the Annual Bullship Racing Association — an organization whose sole purpose remains the running of this race. Popularity remained high for the yearly dash traditionally held the Saturday following Easter, and until last year, the weather always seemed to cooperate. Then in 1985, for the first time in 32 years, a strong ebb started carrying competitors under the bridge and the race had to be abandoned.

This year, it happened again. The strong runoff from recent rains caught the fleet near the south tower and the cowships — for every three El Toros there is one big boat — were kept busy rescuing them. A few hung on until the last minute, valiantly sailing east while the tide carried them west under the Gate at about two knots. All were rescued successfully, but for the second year in a row, nobody finished. Next year, the Bullship may be held a little later in the month to get things back on track. This non-finisher stuff is really getting to be . . . um . . . bullship.

Doublehanded Lightship

As the 6th Annual Doublehanded Lightship race got under way at 10 a.m. on April 5, the weather service was forecasting 10 to 14-ft seas at the San Francisco approach buoy — and two knots of wind. Optimistic that the forecast was pessimistic — or at least that it would improve — most of the 100 starters stuck it out long enough to clear Pt. Bonita, whereupon the light Southerly died out and the swells started growing. Hmm, what a time for the weather service to be right.

After that, they started falling like flies; boats dropping sails and motoring in to catch the A's/Giants preseason game — or just to do anything but slat around out there all afternoon. Only 27 boats hung in there to finish the race, one of the lightest in recent memory.

The first boat to finish, the Trimaran *Wind Warrior*, crossed the finish line at 4:50 p.m.

The race deadline was 8, but the committee kept finishing boats until about 10 p.m. Some had still not finished when they left. Oh well, there was another baseball game on Sunday.

Every year, part of the proceeds from the race go to United Cerebral Palsy. This year, race organizer Paul Mazza presented the charity with a check for \$500. "Even though it ended up not being a very exciting race, I think people feel a lot better that part of the entry fee goes to a good cause," he says.

Division I (Multihulls) — 1) **Wind Warrior**, Morelli 47, Steve Sheidler; 2) **Walmea**, Buccaneer 33, Barry Parkinson; 3) **Sundowner**, Buccaneer 33, Joe Theriault. 5 starters/ 3 finishers.

Division II (ULDBs) — 1) **Prime Time**, Olson 40, Bob Lund; 2) **Bravo**, Olson 30, John Kerslake. 9 starters/2 finishers.

Division III — 1) **Bladerunner**, Reichel/Pugh 47, Greg Paxton; 2) **Potsticker**, J/29, Kirk Denebelm; 3) **Troubadour**, Swan 46, Jim Dlepenbrock. 21 starters/8 finishers.

Division IV — 1) **Chesapeake**, Merit 25, Jim Fair; 2) **Farr Out**, Farr 30, Wayne Kipp; 3) **Peppermint Patty**, Merit 25, Dennis Fritts. 28 starters/9

finishers.

Division V — 1) **Wildflower**, Cal 27, Brian O'Donaghue; 2) **Pendragon**, C&C 27, Doug Teakell. 25 starters/2 finishers.

Division VI — 10 starters/no finishers.

Overall — 1) **Chesapeake**; 2) **Bladerunner**; 3) **Farr Out**. (Note: Multihull class is not included in overall standings.)

Beer Can Series

Why evening race series are generically and almost universally known as "Beer Can Series" has probably been lost to history. But there are plenty of great stories about the nickname. Our favorite, and one of our earliest sailing memories, is of Dad racing his Metcalf (does anyone remember those?) in Newport Harbor on weekday evenings, and one of the required maneuvers was to swing by the dock at some point and grab a can of beer from someone's outstretched arm.

Anyway, by the time you read this, a cou-

ple of these popular series will already have gotten underway. But it's never too late to join in the fun; and these are fun races. With few exceptions (such as the WBRA Wednesday night series which is open only to Folkboats, Knarrrs and IODs), these evening series are open to all sailors who can get a PHRF rating and a small entry fee together. Just call one of the following clubs for an entry form.

And while we're on the subject, evening races are an excellent way to "break into" sailboat racing. As the name implies, they are held on weekday evenings, early enough that it's still light out, but late enough that the wind has usually calmed considerably. They are usually short — of one to two hours duration — and generally of a less intense nature than the various weekend series. They are also localized to the general area of the host club, so there's no big drive or sail involved to get there — assuming of course that your boat is slipped nearby. There is also a big appeal to many in the fact that you

Drifting out to the Lightship.

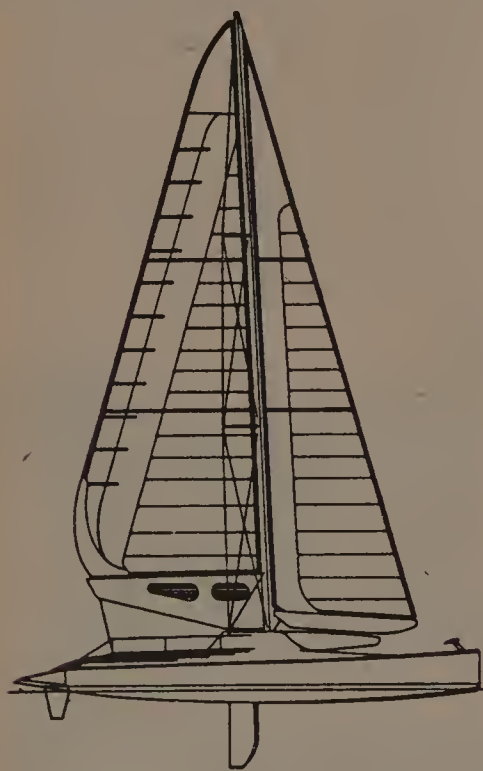


THE RACING

don't have to commit "X" amount of weekends every summer to a full-blown YRA campaign. If you're one of the unfortunates — like us — who often has to work on weekends, beer can races may be your one and only chance to race regularly during the summer months.

Oh, and don't worry that these are "dry" races. There are still lots of beer cans a'popping out there for the evening series. These days, though, they're largely confined to individual boats or to the clubhouse afterwards. Dad still prefers it the old way, but it might just be because he didn't have to pay for the beer.

Golden Gate YC Friday Night Series — Series I: 5/9, 5/23, 6/6, 6/20. Series II: 8/1, 8/15, 8/29, 9/5. John Huebsch, 661-3143.



A French designer's version of a Formula 40 boat.

Island YC Friday Night Race Series — Spring Series: 5/2, 5/16, 5/30, 6/13, 6/27. Summer Series: 8/1, 8/15, 8/29, 9/12, 9/26. Ron Lee, (408) 225-0311.

Encinal YC Twilight Series — Spring: 5/9, 5/23, 6/6, 6/20, 7/11. Summer: 7/25, 8/8, 8/22, 9/5, 9/19. Terry Iverson, 769-6190 or 522-0106.

Sausalito YC Spring Sunset Regatta (Tuesdays) — 5/6, 5/20, 6/3, 6/17, 7/1. Gilbert Oliver, 986-1920.

Sausalito Cruising Club Friday Nights — 5/9, 5/23, 6/6, 6/20, 7/11, 7/25, 8/8. Debra Leanos, 499-9676.

Corinthian YC Friday Night Series — Every Friday from 5/2 through 8/29 except the 4th of July. CYC, 435-4771 or Fred Borgman, 435-2777.

Vallejo YC Wednesday Night Summer Series — Every Wednesday from 5/7 through 9/24. Chester Carter, (707) 255-6155 days or (707) 252-2592 evenings.

Formula 40

No, Formula 40 will not keep you from going gray. It won't get your bathroom counters any cleaner or be entered in the Indy 500 this year, either. But Formula 40 may well figure prominently into the future of sailboat racing, both here on the Bay, across the country and around the world. Secondly, or perhaps primarily, it may also do much to finally bridge the perilous gap between monohullers and multihullers.

Formula 40 is a proposed new class of racing sailboats. By new class we mean a totally new concept bound by a totally new set of rules and not influenced by IOR, PHRF, the Nielsons or any weird multihull rating formula. Also unlike IOR, you don't need a graduate degree from MIT to understand it, or a quarter million bucks to build a boat to meet its criteria.

"The whole idea behind Formula 40 is to create an international class of racing boats that are affordable," says Peter Hogg of Mill Valley. Yes, you're quick out there tonight: that is the same Peter Hogg who you've already read about elsewhere in this issue, the one who sails a catamaran. But don't stop reading yet. One of the beauties of the Formula 40 rule is that it doesn't differentiate between monohulls and multihulls.

Briefly, these are the parameters of the new rule, which originated in Europe: 40 feet overall; maximum displacement 4,000 pounds; no limit on beam. Sails are restricted to one main, two jibs, two offwind headsails and one (required) storm jib. The area of the main and largest headsail cannot exceed 90 square meters (about 1,000 square feet), and that of the main and largest

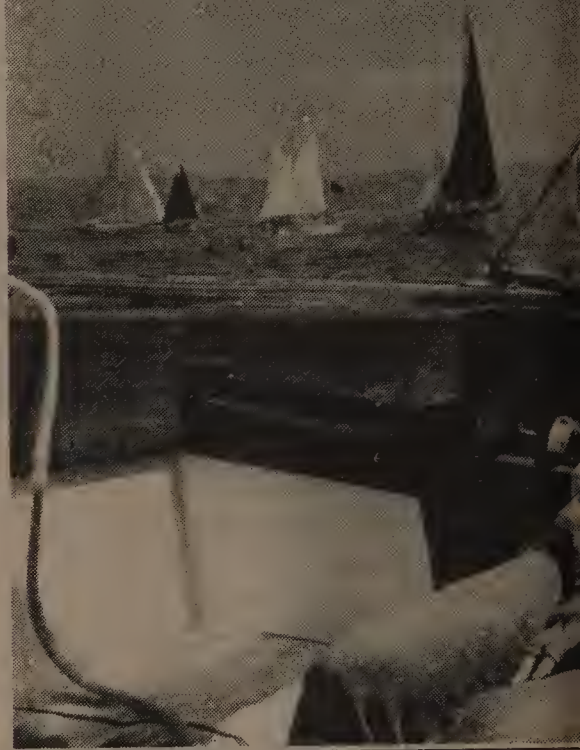
off the wind sail cannot exceed 180 square meters, or double the area of the upwind canvas. No ballast tanks are allowed and the boat must have at least two berths in the main cabin. Also, to keep it within the realm of real people, the maximum insured value cannot exceed \$100,000.

In all fairness, none of the 25 boats designed around the formula so far have been monohulls. They are mostly trimarans, mostly French in origin and mostly awesome-looking creatures that look as though they should be flying over the water rather than through it.

If all of this makes your pulse quicken a bit, mark your calendar for May 3, and then show up hungry at the Corinthian YC at 7 p.m. After dinner, some people already following the development of Formula 40 racing in the U.S. (four of the new designs are American) will discuss the class and the possibilities of forming a Bay Area Formula 40 association. For more information, call Peter Hogg at 332-5073.

Colin Archer

The 10th Annual Colin Archer Regatta will not go down in the annals of racedom as one of the more sizzling competitions of 1986. Though steady, the winds were so light that it took the better part of the afternoon for most boats to complete the





LATITUDE 38 SARAH

Barbara and John Young and Tim Grady on 'Karoline' kill the rest of the fleet at the start of the Colin Archer.

17½-mile course. Then again, light air racing is as much a test of sailing skills as windy racing, and when you only get one big regatta a year to race, some people take it pretty seriously. For most, the Colin Archer (named for the "original" designer of the heavy-displacement double ender) has been as much an excuse to get together and swap

according to size and whether the rudder is inboard or outboard. Added for the first time this year, at their request, was a class for the Nonsuch-type catboats. "Like us, they really don't have anywhere else to race, either," says organizer Stan Tice. With only three or four exceptions, all boats finished the race. About two-thirds of those rafted up at the hosting Encinal YC for the evening festivities.

Division I — 1) **Eagle**, Nor'sea 27, W.B. Young,

Walsh, Tiburon; 2) **Ingrid Rose**, Ingrid, Alan Jewett, Sausalito; 3) **High Trim**, Ingrid, Gail and Todd Lundin, Alameda.

Division IV — 1) **Helgoland**, Flying Dutchman 35, Hans J. Roeben, Tiburon; 2) **Windmist**, Jason 35, Ron Nelson, Santa Clara; 3) **Walrus**, Hans Christian 33, Gary Fritts, Berkeley.

Division V — 1) **Vouvray**, Hans Christlan 43, Bill Patience, Hayward; 2) **Blown Away**, Hans Christlan 38, Charles Eddy, Los Gatos; 3) **Osprey**, Tradewind 43, Ralph Baker, Pittsburg.

Division VI — 1) **Non Travail**, Nonsuch 26, Bill Thompson, Alamo; 2) **Cariboo**, Nonsuch 30, Kevin Conally, Castro Valley; 3) **La Chatte**, Nonsuch 30, Don Carre, Los Gatos.

First to Finish and First Corrected — **Vouvray**.

Mystery Maneuvers

What we have below is a series of four photos, in sequence from left to right, of some strange maneuvering by the closest boat. Notice how, in the first picture, both boats seem to be carrying filled spinnakers — but going in opposite directions! Number two looks fairly normal, but three has our mystery boat seeming to overtake his rival going backwards (is that a "bow wave" under the stern?). The fourth looks normal again.

What's going on? Is this the start of a new hot-dogging type of sailboat racing? A manifestation of the insidious and little publicized Berkeley Triangle? Or a new BCDC test designed to determine the difference between a houseboat and live-aboard? Our team of international experts are stumped. All we know for sure is that Carbon 14 dating reveals that the photos were taken on the Bay sometime within the



lies once a year as a die-hard competition. And in that department, everyone came out a winner.

There was a little of everything out there among the 60 starters on April 19: Westsails, Hans Christians, Alajuelas, Ingrids, Nor'seas. Boats in this race are classed

Saratoga; 2) **Seaweed**, Spitzgatter, Ed Freeman/Trees Visser, Alameda; 3) **Mirage**, Nor'sea 27, Nick Meyer/Sandi Ericksen, Alameda.

Division II — 1) **Horizon**, Aries, Jim Enzensprenger/Robin Hobart, Tiburon; 2) **Alla**, Marconi cutter, Dekévor Jaques, Berkeley; 3) **Charisma**, Traveler 32, Vic Jewhurst, Milpitas.

Division III — 1) **Aurora**, Alajuela 38, John

last 10,000 years, but most probably last month.

Since you are all so hopeless with our mystery rectangles, we don't expect anyone out there to shed much light on this latest mystery. But who knows, you might get lucky. T-shirts to the most creative guessers.

THE RACING

Pacific Cup

Merlin will be back to try and make it five in a row at this year's Pacific Cup. The first and best known of Bill Lee's big sleds, *Merlin* has finished first in all four previous San Francisco to Hawaii races, and in 1984 set the course record — 9 days, 7 hours, 30 minutes, 23 seconds. This time around, the 67-ft ultralight will be skippered by Darryl Anderson of Tiburon, who crewed on the boat in 1980 and 1982.

So far, the only serious contender for *Merlin*'s first-to-finish throne this year is the recently entered Holland 67 *Charley*. George Barrett heads the charter that hopes to answer record holder Ben Choate III's "Beat It!" challenge. Keeping both 70-raters honest this year will be Bill Niemi's Santa Cruz 50, *Incantation*.

In other ranks, two women new to ocean racing will be skippering boats this year.

PACIFIC CUP ENTRIES

Boat Name	Boat Type	Skipper
<i>Merlin</i>	Lee 67	Darryl Anderson
<i>Charley</i>	Holland 67	George Barrett
<i>Mira</i>	Ranger 33	Jerry Hansen
<i>Ghost</i>	Morgan 38-2	Louis H. Ickler
<i>Incantation</i>	Santa Cruz 50	William Niemi
<i>Superior</i>	Hobie 33	Rob Virzi
<i>Peterd</i>	Farr 36	Keith Buck
<i>Swiftsure</i>	Frers 58	Sy Kleinman
<i>Sweet Okole</i>	Farr 36	Bobbi Tosse
<i>Wild Goose</i>	Nordic 40	Jim Corenman
<i>Okolehau</i>	Beneteau 38	Fred Croyden
<i>Octavia</i>	Santa Cruz 50	Stewart Kelt
<i>Cadence</i>	Fast Passage 39	Jerry Knecht
<i>Integrity</i>	55 ketch	Mike Naumer
<i>Marylane</i>	ULDB 44	Lon Price Jr.
<i>Magic Carpet</i>	Smith 42	Steven Rander
<i>Allegro</i>	Cal 2:30	Manfred P. Rose
<i>Inevitable</i>	Swan 38	Jeffrey C. Smith
<i>Sangvind</i>	Farr 48	Jerry D. Jensen
<i>Awesome</i>	Petersen 44	Lynne D. Olsen
<i>Light'n Up</i>	Express 27	Garry Clifford & Jon Livingston
<i>Sir Isaac</i>	Burns 49	Rod Holt
<i>Tropic Bird</i>	Petersen 44	Jay Pauling
<i>Invictus</i>	—	John Webb
<i>Tsunami</i>	Castro 40	John Cairns
<i>Tabasco</i>	Olson 30	Craig Mackey
<i>Wet Spot</i>	Moore 24	Mike O'Callahan
<i>Katross</i>	Yankee 30	Jim Gannan
<i>Defiance</i>	Lidgard 40	Bernd Gadow
—	Catalina 36	Jim Gibson
—	Ocean 46	Mark Renshaw

Lynne Olson, the blind sailor (featured in *March Sightings*) from San Francisco will helm the Peterson 44, *Awesome* in her first sailboat race ever — she just learned to sail

six months ago. Bay racing veteran Bobbi Tosse has signed to skipper the TransPac veteran Farr 36 *Sweet Okole*.

Although sparse at this writing, the IOR ranks should swell rapidly as the July 4 start date approaches. Many of the top Bay boats are planning to participate in the August Kenwood (aka Clipper) Cup in Hawaii, and what better way to get there than race?

Although entry fees go from \$500 to \$750 as of May 1, entries for the Pacific Cup don't officially close until the starting gun goes off. In order to avoid last-minute snags, though, skippers and those interested in crewing in any of the four divisions — IOR, PHRF, Doublehanded and Triplehanded — are urged to start the ball rolling soon. Also, the Pacific Cup runs its own very efficient crew list. If you want to get on a boat for the race, just call the number below for an application. Crew lists are provided to each skipper as part of the entry package. For more information on any facet of the race, call Mike Dorward at 653-1151.

The Kenwood Cup

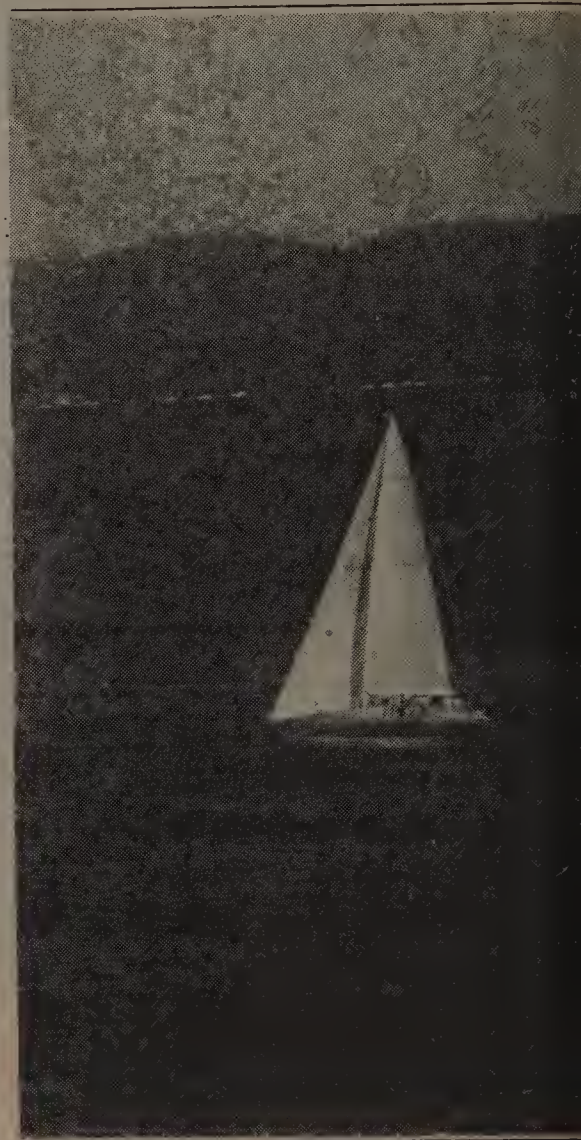
Ken Morrison, head honcho of this August's Kenwood Cup (formerly the Clipper Cup), reports things are moving right along for that great event.

In a physical sense, organizers have just completed their move into Kenwood Cup Operations Headquarters, located in the old TransPac race shack. The old race shack has been enlarged and spruced up.

Financially, everything is going well also. Kenwood, the new sponsor, did not put up the extravagant amount of money that has been rumored. What they did put up is more than Pan Am Airlines and the Waikiki YC did for the last series, but not the entire budget organizers requested. "It's sufficient to take care of everything," says Morrison. In relative terms, it's a much bigger budget than the SORC lives on each year, but it's certainly wouldn't be enough to heavily campaign a maxi for a year.

At this early date, eight boats have signed up. They include Sy Kleinman's *Swiftsure*; the Farr 40 *General Hospital*; the J/N One Tonner, *Patriot*; the Frers 43, *Challenge III*, from Australia; the Farr 69, *Winterhawk*; the Takai 39, *Mimi*, from Japan; and Larry Harvey's Nelson/Marek 49, *Crazy Horse*.

Other boats certain to participate are



Lowell North's *Sleeper*, Roger Livingston's *Lobo*, Jim Mizell's *High Risk*, and Bill Twist's *Bladerunner*.

Initially, the maxi class looked to be on the weak side, but that may all be changing. *Sorcery* is doing the Vic-Maui Race and is expected to enter. *Windward Passage* and *Ragamuffin* are said to be coming from Australia, even though the latter's owner is wrapped up in an America's Cup defense. *Winterhawk* has entered and Bob Bell says *Condor* will be coming. *Enterprise New Zealand*, which just lost her mast in the Whitbread, has indicated they'd like to make the series, especially if they can find a co-charterer.

Of course the big guns are *Boomerang*, *Matador*, and the new *Kialoa* and *Ondine*, most of which are planning on summer maxi races in Italy and Greece, two political hot spots. If the tensions get much higher in the Med, it's possible all these boats may show up in Honolulu. (Already many American entertainers, study groups, movie production companies, etc. have cancelled their summer plans for Europe). If that were the case with these big boat owners, it could be a



LATITUDE 38 RICHARD

Both 'Bladerunner', left, and 'High Risk' will be in Hawaii this August for the Kenwood Cup.

ten-maxi Class A.

In addition, race organizers are hoping that ultralight boats rating between 50 and 70 IOR will accept the Kenwood Cup's invitation to race. Because of their extremely high IOR ratings, it's unlikely they would do well on corrected time, but the racing in the islands is tops. Ken Morrison says if he gets five ultralights, he'll create a special class for them. So if you've got one, give him a call at (808) 941-1273.

When it's all said and done, Morrison believes there will be between 50 and 60 entries. While it's uncertain how many boats will show up, the racing is guaranteed to be fantastic.

Long Beach Race Week

The Long Beach YC has announced that this year's Long Beach Race Week will be held June 19-21.

The event is the first of three big IOR regional events for west coast sailors, the other two being the Kenwood Cup in Hawaii

and the Big Boat Series on San Francisco Bay.

The series consists of four days of Olympic type course racing off Long Beach, where the skies are always said to be sunny (after the morning fog burns off) and the winds a delightful eight to 18 knots. Boats are divided up into six classes to provide optimum competition.

San Francisco boats have always participated in this Southern California version of the Big Boat Series, including boats like *High Noon*, *Bull Frog*, *Annabelle Lee*, *Clockwork*, *Scarlett O'Hara*, *High Risk*, *Great Fun*, *Blade Runner* and others.

Division winners last year included Lee Otterson's *Serendipity 43*, *Clockwork* and Jim Robinson's *Schumacher 38*, *Wall Street Duck*.

Post race activities include warm hospitality at the host club, videos of all the races, cold drinks, and an optional pub crawl through the many lively local nightspots.

IOR owners interested in getting an invitation for this competitive yet fun event should contact Randy Morris at (213) 598-9401.

Sobstad Race Week

Want to get regional with your PHRF boat? Want to do a Long Beach Race Week/Big Boat Series type event but you don't have a grand prix racer? If your boat rates between 50 and 174 and you can get it to Long Beach for July 11, 12 and 13, Sobstad Race Week may be just what you're looking for.

Open to the first 100 boats that sign up, there are four races in three days and plenty of social events when the racing is over. Races may be held inside or outside the Long Beach breakwater; social activities start at the Hyatt Edgewater Hotel but may end up anywhere in Southern California.

Winds for the event should be moderate, air temperature delightful, and competition very tough.

Entry fee is \$25. For an entry form, call (213) 598-8767.

Khadafy Cup?

If you think the recent political tensions between the United States and Libya has no effect on yacht racing, you're wrong.

Every two years the USYRU chooses a three boat team to compete in the Sardinia Cup, which as you'd expect, is held in Sardinia. Because of the uncomfortable situation in the Med, there were rumors that the United States would not be sending a team to Sardinia, and that the Brenton Reef Series, the U.S. trials for the Sardinia Cup, had been cancelled.

Mimi Dyer of the USYRU reports that yes some potential team members had expressed some concern and yes, there had been discussion about whether or not to send a team. The USYRU decision went in favor of selecting and sending a team. So, the Brenton Reef Series is on, and unless something changes — which is always possible — so is the U.S. team for the Sardinia Cup.

If the situation would suddenly take a turn for the worse, the Brenton Reef Series entries might elect to do the Bermuda Race instead and then head for the Kenwood Cup in Honolulu. The Bermuda Race was moved ahead one week this year for the specific purpose of making it easier for Bermuda race boats to make the Kenwood Cup.

THE RACING



LATITUDE 38/JOHN

After June, the boardsailors can blame it on Rio.

Rio's Super Slalom

Strong winds and rough water — these are the two things that no self-respecting boardsailor can resist. Small wonder then that boardsailors will be flocking to Rio this June 6-8 for the Rio Super Slalom.

Some of you may be thinking that travel expenses to Rio may be prohibitive, but they're not. Just get three or four of your friends to chip in for gas for the van and you can drive to Rio Vista for just a couple of bucks each.

The Rio race course is a 7.5 mile stretch of the Sacramento River that allows boardsailors to perform at the peak of their potential on high speed reaches, instant turns and freighter dodging.

There will be five races in the three day event, all featuring a broad reach from Sherman Island to Rio Vista. Over 100 top competitors are expected, many of whom should be hitting speeds of 35 knots.

For you boardsailing voyeurs, the spectating from Rio's Sandy Beach Park is almost as good as bottom watching at Ipanama Beach. And after the racing, participants and spectators alike can enjoy the social atmosphere that has made Rio, "small town U.S.A.," so popular with the international jet set.

For entry information, call Windcraft of Rio Vista at (707) 374-2744. For accommodations, call the Rio Vista Chamber of Commerce at (707) 374-2700.

Wheeler Regatta

Eighty-nine boats in eight divisions competed in the 14th annual Wheeler Regatta held the weekend of March 22 and 23. The three-race regatta is sponsored by the Berkeley Yacht Club.

As with other March and early April events, the regular 20 mile center Bay course had to be shortened to under 15 miles for two of the morning races due to — you guessed it — lack of wind. On Sunday afternoon, a steady 15 knot Westerly whipped up for a breezy final race.

Division I (IOR) — 1) **Dark Horse**, X-1 Ton, Dennis Surtees, RYC; 2) **Tsunami**, Castro 40, John Cains, BYC.

Division II (IOR) — 1) **Petard**, Farr 36, Kelth Buck, CYC; 2) tie: **Wildfire**, Ranger 37, John Clauser, BYC; and **Petrified**, Burns T/2, D. Levin and J. Moss, (no club).

Division III (PHRF) — 1) **Still Smokin'**, J/35, Don Trask, STFYC; 2) **Loulse**, Etchells 22, B.J. Erkelens, STFYC; 3) **Dance Away**, Santana 35, Ted Wilson, STFYC.

Division IV — 1) **Wave Train**, Olson 911S, Chris Corlett, STFYC; 2) **Bad Bunny**, Wylie Wabbit, Colin Moore, RVCY; 3) **Wanderlust**, Ericson 35, Bruce Munroe, STFYC.

Division V — 1) **Exocet**, J/24, Keith Milne, STFYC; 2) **Toad**, J/24, Tom Montoya and Glen Miller, BBYC; 3) **Deja Vu**, J/24, Chris Perkins, STFYC.

Division VI — 1) **Summertime Dream**, Schumacher 26, Corry Cook, STFYC; 2) **Farr Out**, Farr 30, Wayne Kipp, Pacific YC; 3) tie: **Roquefort**, Newport 30, Bob Marshall, SFYC; and **Antares**, Islander 30, Larry Telford, BYC.

Division VII — 1) **Huffin**, Cal 2-27, Jerry Olson, SCC; 2) **High Appraisal**, Newport 28, Patrick Lane, VYC; 3) **Peer Gynt**, Knarr, Kjell Skaar, CYC.

Division VIII — 1) **Sweet Breeze**, Cal 20, Mary Coffey, RYC; 2) **Orange Crate**, Cal 20, Mike Schaumburg, IYC; 3) **Upper Bound**, Cal 20, Peter Fowler, CSC.

Overall IOR — **Petard**.

Overall PHRF — **Wave Train**.

Champion of Champions

Despite when it's held, the St. Francis Champion of Champions Regatta "is in essence the last race of last year," says organizer Doug McVae. All the champions of all the larger one design classes are invited to compete against one another on this annual four-race weekend. PHRF ratings are used to determine, as the name implies, the champion of champions. Thirty-five class champs were invited to participate. Twenty-one, ranging in size from the 24-ft Islander Bahama to the Islander 36, completed the weekend regatta.

Ironically, the main reason this competition is held in the spring rather than last fall is because there's usually more wind in the spring. While the breeze did blow off and on through April, it was more off than on the weekend of the 5th and 6th. On Saturday,

racers endured several postponements before getting underway. Sunday was light, but steady, and the fleet was able to easily complete a couple of short races. We don't have room for all the results, but here are the first five boats on corrected time:

1) **Hurly Burly**, Santana 35, Rich Savoy; 2) **Topgallant**, Newport 30, Frank Hinman; 3) **Prima Donna**, Islander 36, Eric Warner; 4) **Desperado**, Express 27, Mike Bruzzone; 5) **Current Asset**, Islander 30, John Bowen.

Race Notes

The Cooks and Waiters Union, Marine Local 23 of the Corinthian YC, is hosting an **America's Cup Benefit Dinner** on May 18 to support the Golden Gate Challenge. Lest you think otherwise, these Cooks and Waiters aren't the ones who run CYCs great kitchen. These are the guys who dress up in starched aprons, chefs hats and colorful sashes to host the annual stag dinner. This will be the first time in its near 100-year tradi-



tion that the event has been open to the general boating public, and the first time ever that women have been allowed to attend. (Damn, that probably means no naked girls jumping out of cakes.) Proceeds from the \$75-a-plate dinner go to help fund the local America's Cup syndicate. Guest speakers include USA skipper Tom Blackaller, chairman Bob Scott, senior advisor James Micheal, fund raiser Ron Young and members of the 12-Meter design and scientific team. No-host cocktails at 6:30, dinner and program begin 7:30. For reservations, call 435-5101. For more information, call 435-4771.

As long as we're on the subject, you can also make direct contributions to the **Golden Gate Challenge**. The syndicate has set up the following donation packages

— \$25 to \$100 — Official poster, bumper sticker, newsletter and decal; \$500 to \$1,000 — all of the above plus a personal membership signed by the skipper; \$1,000 or more — customized sponsorship gift packages. All donations are deductible as charitable contributions under both California and Federal Income Tax laws. Mail direct contributions to Golden Gate Challenge, 3737 Buchanan, San Francisco, CA 94123. For more information, call 922-1987.

If you're still in the contributive mood, and/or if you are a classic yacht lover, you should also know about a fund raising event for this summer's **Pacific Cup** race to Hawaii. This is a wine and catered buffet lunch cruise aboard the classic motoryacht U.S.S. *Suisun* on May 3. Wine aficionados should appreciate the Spring Mountain Chardonnay and Cabernet poured by representatives of the sponsoring Robert Keenan Winery of Napa Valley. Classic

yacht freaks will appreciate old *Suisun* herself — even if she is a motorboat. The 85-ft yacht was built in 1914 for the government and was used in much of the early charting of the upper Bay and Delta. She's still powered by the biggest gas engine we've ever seen: a 30,000-pound behemoth with cylinders the size of dinner plates.

A round of applause, please, for the Bay Area sailors who did us proud in the **26th Annual Olympic Classes Regatta**. The event was held in Long Beach April 18 to 20. *Toronado* — 1) Paul Bussard, RYC; 470 (Women) — 2) Meredith Adams, STFYC; *Star* — 3) Stephen Gould, STFYC; *Open Sailboard* — 1) Chris Radkowski, STFYC; and 2) Steve Fenn, Santa Clara Sailing Association.

If you like beautiful yachts, the ballet "Swan Lake" or the story of "The Ugly Duckling", you might want to make plans to be in Monterey the weekend of May 9-10. That's when the **First Annual Swan Regatta** gets underway. Sponsors for the event include the Monterey Plaza Hotel, Rolex and Sebastiani (makers of "Eye of the Swan") Winery. Host club, and the place where you can see most of the boats when they're not out racing, is the Monterey Peninsula YC.

The **Day Sailor** class has rejoined the Small Boat Racing Association. Day Sailors will participate in four of the SBRA Division B races, in addition to racing its own local fleet and regional series. Designed in 1957 by George O'Day and Uffa Fox, the Day Sailor has remained popular. Forty-five boats in three local fleets — Palo Alto, Santa Cruz and Santa Rosa — are still actively sailing. For more on the Day Sailor, call Russ Breed at 574-2251.

The St. Francis YC is one of four California yacht clubs going south of the border for the **President's Cup Invitational** in La Paz on May 2 to 10. The other clubs are the Long Beach, Los Angeles and Newport Harbor YCs. They'll be competing against each other and five Mexican yacht clubs on identical Baja 47s.

Do we have any space left? Good. Late-breaking word from the **Master Mariners** is that *Californian* and *Jacqueline* will be given a start at the May 25th regatta. It's hoped that *Wanderbird* and *Fair Sarae* will make it a foursome in the over 100-ft class.

Keeping tabs on the competition at the Champion of Champions.



LATITUDE 38/JOHN



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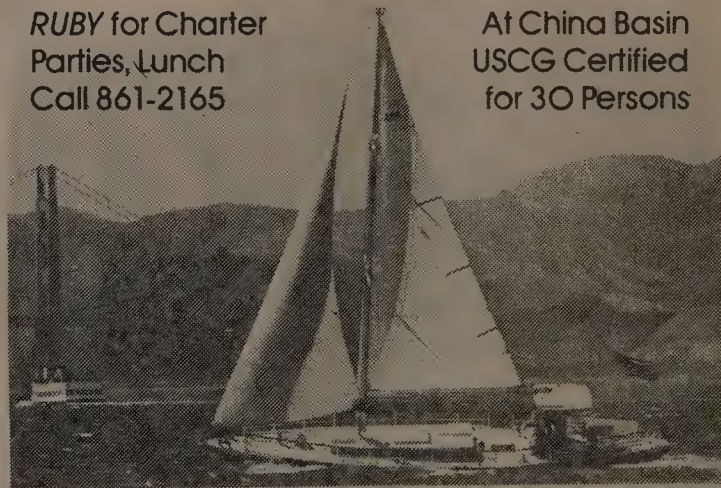
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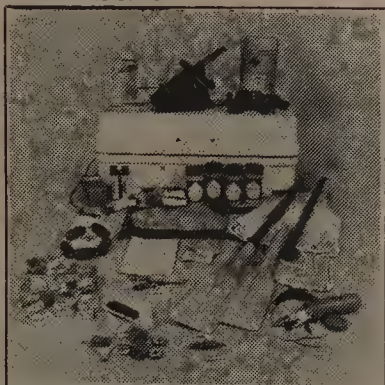
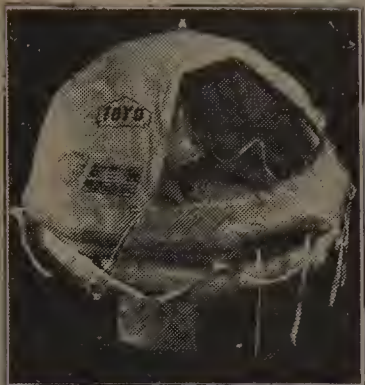
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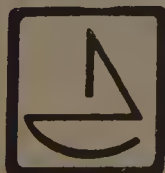
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CHANGES

With reports this month from **Shera Khan** on life at Nuevo Vallarta; **Con Todo** in Puntarenas, Costa Rica; **Quick Nickel** in Gibraltar and the Grand Canaries; **Marina Development** in Mexico; **Dave and Grover** in Z-town; **Panga Pirates** in Mexico; **Visa Limitations** in French Polynesia; **Clipper** the Mid-Pacific pit stop; **De Nada** meeting Russians in Ensenada; **Windsong** being vandalized in Puerto Escondido; **Oceanear** in Z-town; **Incredible** in Costa Rica; and, **Cruise Notes**.

Shera Khan Debbie and Ian Aitchison Life at Nuevo Vallarta

I had just finished reading the February issue and was thinking about answering your request for information on Nuevo Vallarta Marina when I got your March issue!

Anyway, after reading what I took to be mostly negative comments about the marina, I decided to give you mine. As with all marinas, there are definite pitfalls here, but we've had a very good time!

Since the marina isn't on any charts yet, most new arrivals radio ahead for directions and assistance, all of which is readily given by boats already here. The entrance to the breakwater is fairly narrow and has been known to have big rollers on days when there are big swells in the bay. But if you stay in the center and don't enter at very low tide, boats drawing less than seven feet should have no problem. Yes, a few boats have gone aground, but they include the .05-ft motoryacht or boats that have come in at very low water.

At present, you simply tie up at any vacant slip. Since all the slips are just 30-ft long, you just stick out the end you don't plan on doing

available.

There's a little convenience store open six days a week and it's supposed to grow in the future — which is why, I believe, they keep chasing the vendor trucks away. Right now the pickings are fairly slim. However, a truck does come down each morning with blocks and bags of potable ice. And a local will bring down diesel for a minimal charge. You can also get every other service — such as laundry — that the little store doesn't provide.

Many youngsters are available to do varnish, stainless and bottom cleaning. Prices have been very reasonable, but as usual were going up when we left. Additional services varied depending on which boats were in the marina and what skills their crews brought with them.

There is also a little town — I can't remember the name or how to spell it — within walking distance. It has grocery stores, a liquor store, a tortilleria, restaurants and a disco! A short dinghy ride in the other direction takes you to the hotel complex, which also has a convenience store, restaurants, a swimming pool and will do long distance calls.

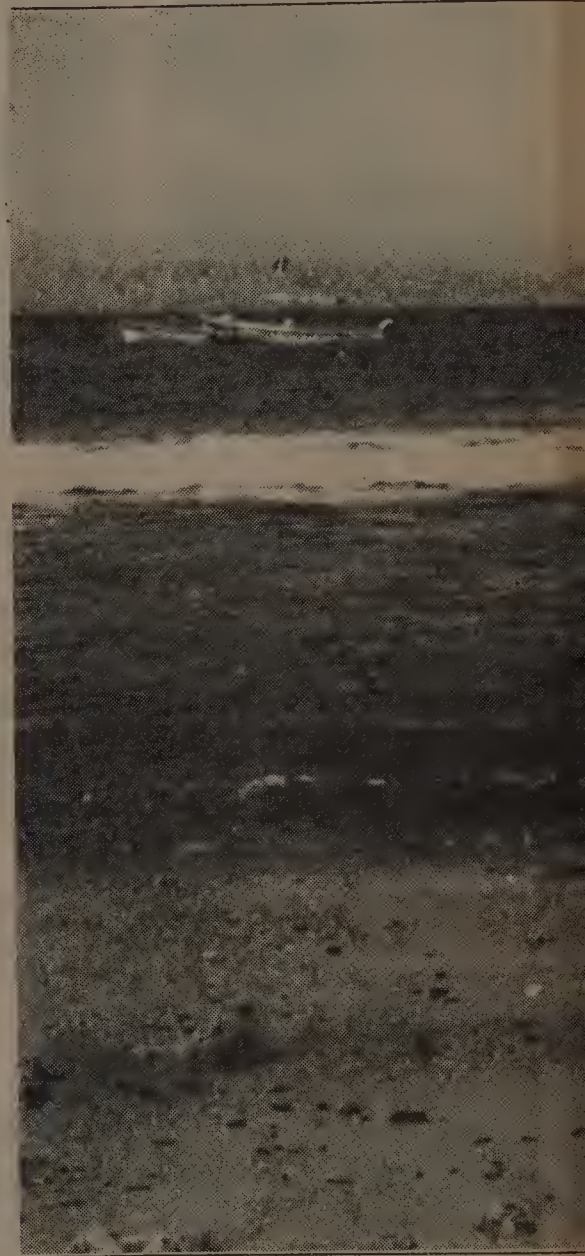
There's a morning net at 0800 (Nayarit time). One of the big topics is always "town & taxi". Cabs do seem to be available and we usually try to share the cost with anyone else headed into Puerto Vallarta (which, incidentally, is on Jalisco time which is one hour later). People with rental vehicles are also good about sharing rides to town. Some of us are willing to walk the two kilometers to the highway and catch the bus (140 pesos) and then bring a taxi back. And naturally somebody is always on a beer run!

We had to leave Nuevo Vallarta to save our livers, as we just couldn't keep up with the socials on the dock. I hope everyone else enjoys Nuevo Vallarta as much as we did.

— debbie and ian 3/5/86

Con Todo — N.A. Alex Hardy and Sheila Van Guilder Puntarenas (Newport Beach)

As this is being written, *Con Todo* is tied to a mooring in front of the Costa Rica YC in



Puntarenas, a beautiful and worthwhile stop on any yacht's itinerary. But, oh what trials and tribulations to reach this haven!

We left Puerto Escondido, Mexico, February 1, for Playa de Cocos and chose the outside route, 150 to 180 miles out in the Gulf of Tehuanapec. Several other boats were sailing down the shoreline at the same time. For eight solid days there was 12 or less knots of wind. The best we ever made was five knots, and that was with the spinnaker.

The only exciting thing to happen was being boarded by the U.S. Coast Guard cutter, *Lange*, out of Alameda. We were 300 miles southwest of Puerto Escondido, Mexico, at the time. There is a large contingent of Navy and Coast Guard vessels patrolling off the coast of Central America. The U.S. missile cruiser *Iowa* is very prominent in these waters.

The boats taking the coastal route suffered much heavy weather and many gear failures



Boarding the bus near Nuevo Vallarta for the ride to Puerto Vallarta.

any work on! When Nuevo Vallarta becomes a busy marina, there will be a problem with 40 and 50-ft boats sticking out into the channel.

A seawall and end-ties are also available for larger boats, both with water and power



ROCKY FACHO

A Costa Rican bureaucrat taking a morning walk? No, just a Puerto Vallarta pig going for a morning stroll on the main beach.

with uncomfortable crews during the passage to Playa de Cocos. In fact, the wind was much stronger in the Gulf of Papagayo than in the Gulf of Tehuanapec.

After eight days of virtually no wind we were 90 miles due west of Playa Cocos and spent the next five days trying to sail into a 25 to 35 knot east/northeast wind without success. Sanity finally prevailed and we sailed into the Gulf of Nicoya on February 15 — fifteen days out of Puerto Escondido — and out of ice, eggs, flour, and sorts.

The Gulf of Nicoya has several fine anchorages and is a lush and interesting harbor to explore. Be sure to visit Bahia Ballena, Joe Hills old place (now Willie's) on Isla Gitana, Oasis del Pacifico at Bahia Naranja, and several of the islands in the Gulf.

The people everywhere are very helpful, diffident and sometimes shy, not being as

accustomed to Americans as Mexico. The economy seems to be in better shape than in Mexico and the prices are much higher for most items. You will pay close to U.S. prices for food and drink. Diesel is \$1.40 a gallon. Labor and transportation are cheap.

The following account of the yachties' problems with the bureaucracy in Puntarenas may seem like an exaggeration or something out of *Alice in Wonderland*, but it is all absolute fact. None of this is hearsay; it all either happened to us or to people with whom we have talked first hand.

There are at the present time between 25 to 30 U.S. and Canadian sailboats in the Puntarenas area. Fifteen or more of these have suffered one or more of the following problems:

Twenty dollar (U.S.) pilot boat fee for transporting the Port Captain to your boat.

Fifty dollar (U.S.) fine for anchoring in the wrong area while waiting for the Port Captain.

Fifteen dollar per hour fee for checking in on a Saturday.

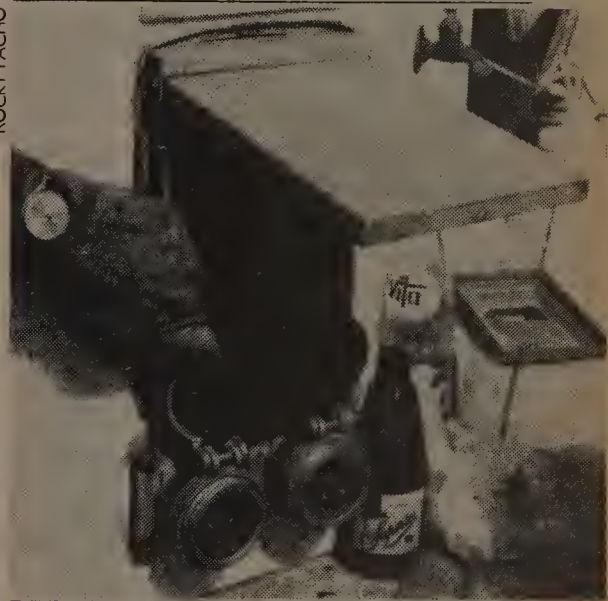
Twenty to fifty dollar fee for a pilot to take the boat around the sand spit to the back side of Puntarenas.

Twenty dollar fee per crewmember to immigration for a 30-day visa.

Avoid "Ramon" like the plague. He represents himself as a pilot and Port Officer. He is neither.

What to do about all this? Take your boat to Oasis del Pacifico seven miles west of Puntarenas. It is an excellent facility with a secure anchorage, bar, restaurant, swimming pool, etc. You can leave your boat there for \$3 a day. Then, take the ferry to Puntarenas. It docks 1/4 mile from Oasis del Pacifico and takes one hour to go to Puntarenas. Present your papers to the Port Captain and tell him where the boat is and he will lose all interest in you immediately.

ROCKY FACHO



You've got everything if you've got an adaptor for the electrical boxes at Nuevo Vallarta.

Immigration is not that simple. They try to extract \$20 from everyone possible. A 30-day visa comes automatically with the entry stamp in your passport. Immigration will tell you that an additional stamp is necessary. Do not have any U.S. dollars available at that time.

About half the people here have paid and half have refused. We took the trouble to go to the chief of Immigration for all of Costa Rica, Juan Sanchez, in San Jose. He told us that we did not have to pay the \$20. Four

CHANGES

other yachties who had already paid went to him, but he told them he could do nothing for them. This situation now also prevails in Playa Cocos, and Lilly has charged several people \$20 for a 'free' visa.

Incidentally, the American Consul is totally ineffectual here. They don't want to rock the boat. "Yes, you are right. No, we can't do anything," (or won't).

Once you surmount the Puntarenas Ladrones, this is a yachtsman's haven. Be sure to stop at *Parque Aquatica*, (Bar Bananas) for a few drinks and all the info you will need about the town. If you need any help getting into the estuary — and it is tricky — anchor out in front by the pier, or come over on the ferry from Oasis del Pacifico, and walk to the Bar Bananas and ask for Rodrigo or Alejandro. They can get you a pilot, tell you about the town and give you any other help you may need.

If you need haulout facilities, the Pacific Marina is the place to go. Talk to Perry, the owner, a transplanted Californian from 20 years ago. He will haul your 30 to 40-foot boat for under \$200 and do all the work on a bottom job. Bring your own bottom paint, the paint here is not so hot.

The Costa Rica YC is located just east of Pacific Marina, and if your boat draws under 6.5 feet, you will find it the most secure anchorage in all your travels. For about \$3 a day you can put the boat on a mooring and have full use of the club, including ice, showers, restaurant, bar, pool, 24-hour launch service and the best security I've seen anywhere. The entire mooring area is patrolled every half hour without fail during the night.

The Con Todo is now heading for Panama then to San Blas Islands and ?

— alex hardy and sheila van guilder
3/16/86

Quick Nickel — Rival 38 Capt. John Skoriak Gibraltar and the Canaries (Northern California)

We're in Las Palmas, Grand Canary Island now, and should leave for Barbados soon. We — a father and two sons I'm helping to deliver this boat to the West Indies — left Gibraltar the day after St. Patrick's Day, having waited out a strong blow. The trip took six days in this heavily constructed



fiberglass boat, four of them under storm jib alone in force 7-8 conditions. Normally the winds on that passage blow force 4 and it's a placid eight to 10 day trip.

Gibraltar has been a very interesting and exotic place, full of history and fiercely British. Even though half the population is Spanish, everyone speaks English. We stayed at Marina Bay, adjacent to their small airport and just below The Rock itself.

Marina Bay is small by U.S. standards, but reasonably clean, inexpensive and with lots of supplies — and supermarkets — within walking distance. Chandlery, money-changing and other services are also nearby. The old town itself is just a 20 minute walk through some streets and a tunnel, and it has numerous duty-free shops and lots of pubs where you can get very reasonable and filling meals — as well as English beers, etc. There are several boatyards which can do repairs or haulouts and one can get almost any item that is necessary. Most chandlery items seem reasonably priced.

Now in the Canary Islands, we are presently in the yacht basin at La Luz, Grand Canary Island, adjacent to Las Palmas. Both La Luz and Las Palmas are big cities that

Parlez-vous Francais in Puerto Escondido? Tortillas and french bread? Wine and tequila? Sacre bleu!

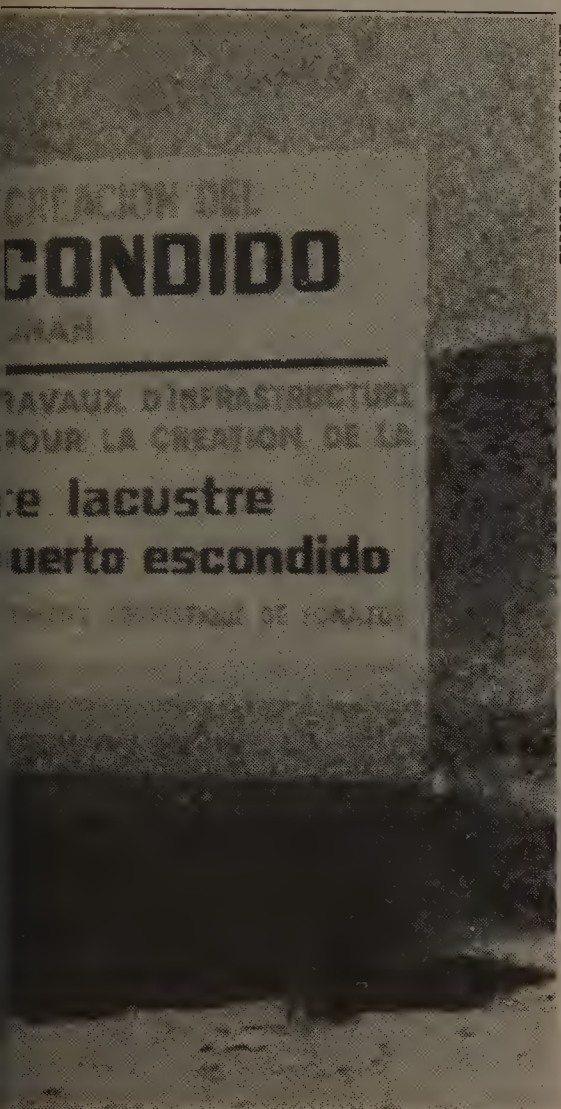
have everything imaginable, especially for stocking up for a transatlantic voyage. The yacht basin is reasonable, with electricity, water and camp-style cold water showers. There is a fuel dock, and the staff is friendly and helpful.

Grand Canary is the largest island in the Canary Group, but some of the others are said to have marinas also, as does the leeward side of this island. However, the Las Palmas yacht basin is considered the best for provisioning for a long passage.

Local transportation by taxi or bus is relatively cheap, as are many products, particularly at the huge supermarket that's within walking distance.

Spanish is the language — these islands are part of Spain — so if you've cruised Mexico you'll feel right at home here. The ports are huge, and ships from all over the world — Russia included — are to be seen.

We expect to leave by April 1 to make the crossing to Barbados, which should take about 25 to 30 days. If any readers are interested in more information regarding the



Mediterranean coast of Spain (Costa Brava, Dorado, Costa del Sol, etc.), Gibraltar, or the Canaries, please direct your questions to me through *Latitude 38*.

— capt. john skoriak

Marina Development In Mexico Puerto Escondido and Cabo

An old *compadre* of ours, Ignacio 'Natcho' Bancalari, called a few weeks ago to give us the latest on marina developments in the Sea of Cortez. Natcho is the marketing manager for the FONATUR projects in the Los Cabos and Loreto regions. FONATUR is the Mexican government agency charged with developing tourist destinations in Mexico.

In the last several months we've had some sketchy reports on what's going on in the popular hurricane hole of Puerto Escondido. According to Natcho, ground was broken August 1 for work on Phase I on the Master Plan for the area. Phase I includes the dredging of canals off the bay for construction of a horseshoe-shaped seawall that will eventually contain 250 berths, construction of a 250-room 5-star hotel, construction of 50 townhouses, the putting in of utilities and

other infrastructure, the widening of the entrance and the construction of a fuel dock.

The entire project is a joint venture between the Mexican government and private investors from France, Mexico and the United States. The Mexican government is putting up the land, while the private investors come up with all the cash.

Francoise Spoerry, a Frenchman, drew the master plan for the area. Spoerry has done several noted developments in the Med and is responsible for the recently completed Port Liberty marina project near the Statue of Liberty in New Jersey. Spoerry is also participating as an investor in this project.

Natcho predicts that the 250 slips will be under construction by next year and will be operational in 1988. The construction of the 5-star hotel and townhouses will begin in August of this year. The fuel dock, which will be located outside the harbor at the currently existing pier, should be operational by 1987. Hurray! No more expensive jury jug trips to Loreto. The entrance to Escondido was formerly 60 feet wide at low tide and eight feet deep. It's been widened to 120 feet, and the south side is now a concrete bulkhead. The entrance will be dredged even deeper in the near future.

Are cruisers still welcome in Puerto Escondido? "Absolutely", says Natcho, "everyone is welcome to anchor free in Puerto Escondido and will continue to be able to anchor free."

He also noted that before the French investors would commit to the project, they insisted that foreign boats be able to stay in Mexico beyond what had been a very loosely enforced 6-month limit. Accordingly, on the last day of 1985 the Mexican legislature signed a law which now allows foreign boats to remain in Mexican waters for five years without having to leave the country.

Clearly the French envision the developing Mexican resorts to be much like those in the Med, where boatowners from big cities like London, Paris and Rome leave their boats on the more friendly climes of the Med shore. Do we think that's going to happen in Mexico. Without a doubt — and sooner than most sailors realize. The San Carlos Marina near Guaymas has always been packed, the Shroyers Marina de La Paz has boats waiting to get in, the Nuevo Vallarta marina —

despite its weirdly small slips — has got a big welcome from cruisers, and the marina at Las Hadas has always been popular.

Cruisers have historically been quick to criticize the installation of mooring buoys and slips. But once these facilities get in place, a significant portion of sailors have been quick to use them. The great thing about Mexico is that there are thousands of miles of coastline with hundreds of good anchorages, so the marina developments are not about to overtake the 'natural' cruising areas. Before too long you'll be able to have your berth and unspoiled anchorages, too.

What about Cabo San Lucas? The seawall and rip-rap have been in place for a while now, when can we expect berths? Natcho says that Mexican and foreign investors are

TERESE PENCAK SCHWARTZ



Pilings being installed for the marina development at Puerto Escondido.

lined up and dying to plunk the money down and get to work on berths and other facilities. However, FONATUR still needs a little more time to decide exactly what will go in and who will put it in. Will Cabo have berths in the inner harbor within three years? "Oh yes," advises Natcho, "in fact there may well be berths in Cabo by next year."

February 24 was a big day for Cabo San Lucas, for on that date the once sleepy little fishing village officially became a city. To be a city in Mexico means you have 15,000 residents. It entitles you to pay a tax of 6 percent, for which you get the promise of

CHANGES

sewers and running water. Good luck, Cabo, you'll need it.

— latitude 38 4/18/86

Vacation — Boeing 727 Dave Fullerton and Grover Sans Zihuatanejo (San Mateo)

After years of reading about cruising in Mexico, we decided to leave the Ranger 26 at home, take a week of vacation and check out the action. Thorough research in *Latitude 38* led us to believe that Z-town was a good place to see Mexico and meet cruisers. Other information gleaned from the pages was that bringing down copies of *Latitude 38* was a good way to meet people.

All the advice turned out to be true. The area was a great introduction to Mexico and we felt like Santa Claus handing out copies of the March issue in Zihuantanejo harbor. If anyone is going down, be sure to bring some magazines with you. We were worried about



Reader-distributors in Z-town.

COURTESY OF DAVE AND GROVER

having the latest issues, but that isn't a problem as most of the people we met hadn't seen the previous issue yet!

Some of the boats we saw were: *Pricilla*, a Freya 39 from Eureka with Silvio and Michelle aboard. They are heading for Costa Rica. *Fiona*, a Fuji 32 from Sausalito with Shann and Dennis. They hope to stay in Mexico until the spring of 1987. *Saraband*, a

West sail 32 from Eureka with Shalline and Chuck Chisolm. *Orenda*, an Alajuela 33 from Portland with Joyce and Ken. They are heading north and eventually to San Francisco. A special thanks to Joyce and Ken, as they lent us their dinghy to deliver the magazines to other boats.

— dave and grover 3/23/86

Dave and Grover — Your t-shirts are in the mail.

Clipperton Atoll A mid-Pacific Pit Stop?

One of the longest ocean passages cruisers make is from Mexico to the South Pacific. We know darn well that just about everybody who has made that passage wished there was a place along the way where they could stop, tie up at a berth, reprovision and refuel, and rest before continuing on.

Oddly enough, the French government says that may soon be the case.

Six hundred nautical miles east of Acapulco is tiny, inhospitable, uninhabited Clipperton atoll. The last people to pay it much mind was the U.S. Navy in World War II and San Francisco guano-seekers at the turn of the century. But that changed in 1975 when studies showed that Clipperton's lagoon shows promise for the extraction of phosphate resources and precious metals.

The Mining Syndicate of Clipperton, of which 25 percent is owned by Geomarex of La Jolla, will soon conduct an exploration program.

The French Government, according to a report in *Pacific Islands Monthly* sent to us by Hugh Cassidy of San Rafael, says that the old pass on the northeast side of the atoll will be reopened, a berthing area in the lagoon will be dredged, a pier will be constructed and the old U.S. airstrip cleaned up. After that it "will be fitted out as a stopover and shelter for the tunaboats and sailboats navigating through that part of the ocean".

We'll keep you posted as more details become available.

— latitude 38 4/17/86

Panga Pirates in Mexico

Jean Turrentine

La Paz, Baja

The 1986 cruising season may be



remembered as the 'year of the panga pirates'. I've heard reports of dinghy thefts in Cabo, La Paz, Mazatlan, San Blas, Matachen Bay, Tenecatita Bay, Manzanillo and Zihuatanejo. Often times what you hear is a far cry from the truth, so you must listen with caution.

However, while cruising south on *Daybreak*, I was able to get first hand verification of six dinghy thefts during the last two weeks of February alone.

John and Judy Patterson on *Boreas* had their three-man Achilles stolen February 21 in Tenecatita Bay when the line was cut. It was reported to the Port Captain in Manzanillo, but has not been recovered.

Roe and Marie Larum of *Flying Cloud* had diving gear stolen from their boat in San Blas by kids.

While in San Blas also, the boat *Liberty* had a ghetto blaster and food stolen in the river by 'coconut' kids.

Shoestring, *Los Dos*, and *Manana* all reported stolen dinghies.

We on *Daybreak* lost our 10-ft fiberglass dinghy, 4 hp Evinrude, gas can, cable, lock and key while listening to music the one and only time we didn't lock the dinghy to our boat. "They should have knocked on the hull and I'd have thrown them a six-pack of beer — then they'd have the complete sailaway package," Captain Norm Smith noted wryly. The Manzanillo panga pirates skull their boats so silently you could never hear the ripple.

Historically Mazatlan has been a high risk theft area where cruisers have always been



ROCKY FACHO

advised not to leave their boats unoccupied after dark. However this year's Mazatlan's thieves have been bolder than ever, and have boarded several boats while the captain and crew slept below.

Jeannie and George on *Pintwick* were asleep one night in early February when they were boarded by a couple of drunken fisherman from a high-powered panga. The would-be pirates had just been repelled from the deck of another yacht by a skipper and crew that had threatened to shoot them. Turned away there, they boarded *Pintwick*, despite the fact that the owner of the other boat continued to shine a brilliant spotlight on them.

Jeannie awoke first and came on deck to chase them away. They cursed her and continued to try and untie the dinghy and motor. It was only when George got up on deck that they fled.

It used to be that securing your dinghy to the boat with a cable was protection enough. With the availability of bolt cutters, that's no longer true, it only slows them down a little.

In San Blas kids who sell coconuts to yachties have been known to 'case' boats for thieves who board after they've observed the owners dinghy in to shore. One skipper chased such thieves to shore, where they hopped out of their panga and fled. He's reputed to have towed the panga back to his boat where he held it for ransom: "My equipment for your panga."

Coconut kids have also been known to distract owners and crew on one side of the boat while other kids lift handy items from

You gotta have an inflatable in Mexico. Beau and Annie of 'Lionwing' punch through the surf near Melaque.

the other side of the boat.

Along with dinghies, outboard motors seem to be the prime target of thefts. Ron on *First Class* says his inflatable was stolen from behind his boat in Manzanillo a few days before we lost ours. Three days later he found the inflatable with the motormount half torn off where the thieves had hastily torn the outboard off.

What do you do about the thefts? I found reporting it to the local police and the Port Captain useless. I spent over two hours filling out innumerable reports in the police station to be told that such thefts were the responsibility of the Port Captain. The Port Captain took all the forms I had filled out and then advised me that the police are responsible for all thefts. Despite a generous reward by our skipper, our dink and outboard have yet to be found.

I expressed my frustration to Ricardo Garcia Soto, head of Tourism for Baja California Sur. He said, "Report all thievery directly to the local Department of Tourism. We exist to serve the tourists in our country." He also requested that I and others write him letters listing as many thefts as possible so that his department can distribute copies to all the Tourism departments in Mexican port cities.

The Department of Tourism has been very active in the past five to ten years making Mexico a safer, more comfortable place for tourists. But with Mexico's economic woes, those advances seem to be slipping a little.

You can imagine how tempting a dinghy and an outboard might seem to the average Mexican, for whom a daily wage is a little less than four U.S. dollars.

The Department of Tourism knows the growing importance of tourism to Mexico, and they will do their best to stop the thefts. But yachties are just going to have to be more careful than ever and learn to watch each other's equipment.

— jean turrentine 4/5/86

Jean — It's unfortunate that things are taking a turn for the worse, let's just hope they never get as bad as Sausalito and some other California ports.

Visa Limitations For French Polynesia Heather Heaton

I recently obtained the following information from two sources regarding visas for foreign cruising boats in French Polynesia:

The first was from a Mr. Arthur Wohler, who is one of the immigration officials in Papeete. He told me that as of September 17, 1985, yachts would no longer be allowed to stay in French Polynesia for more than six months. He then showed me a letter, which he had received from the High Commissioner (who is the representative of the French Government here), which confirmed his statement.

The second source was from President Gaston Flosse of French Polynesia, who, while speaking at a political dinner party rally I was attending in March 1986, replied to a similar question posed to him by one of the local Chinese people, as to why their relatives from abroad could no longer have visas here in Polynesia for more than six months. His response was that it was a French Government decision for which the entire country of France and its territories were affected, and that only the High Commissioner, who's orders come directly from France, could change, and he wasn't talking.

So this change in visa regulations was not directed only toward foreign boats — as some people felt — but rather we were just caught in the middle by being in a French Territory.

Perhaps a call to the French Consulate in San Francisco might confirm these new changes. For now, however, the best plan

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may be to be prepared to leave French Polynesia within six months of your arrival and be open to changes.

Whatever time is spent here though, I'm sure you'll enjoy yourself, along with the soft breezes, warm weather and interesting people.

— heather heaton 4/7/86

Meeting the Russians De Nada — Garden 41 ketch Bob and Shirley Alvord (Santa Barbara)

We know, we know . . . the 'rules' say you should only go into Ensenada when you need a port of refuge because it's so dirty and because there's so much more of what Mexico has to offer further down the coast. That's true enough, but after a southeast wind interrupted our passage just off Todas Santos, we ended up in Ensenada for the adventure of our lives.

It all started when a Russian research ship anchored just outside the harbor. From our mooring we observed a cigar-shaped rescue craft being used to ferry crewmembers ashore. The vessel had gull-wing side doors and a conning tower; from a distance we mistook it for a mini-sub. The Russians aboard it smiled, waved and snapped pictures of us smiling, waving and snapping pictures of them.

Hours later we noticed that many of the Russians had reassembled at the dock, so we went ashore hoping to met them. Within minutes we had been incorporated into the group that was eating fish tacos and drinking brandy and vodka. Communications were enhanced by two Americans, Russian immigrants who had arrived in port aboard the *Azure Sea* cruise ship and happened upon their countrymen. Quarts of vodka began making the rounds after which things really got off the ground.

We became especially friendly with three Russians: Sergei, a chemist; Vladimir, a biophysicist who played "the saxophone-alto"; and, John, a physicist. Sergei and Vladimir spoke a bit of English and were eager to practice. We learned from them that their ship, the *Geolog Pyotor Antropov* was exploring the ocean floor of the Pacific basin. They were obviously as excited and pleased to talk with us as we with them.

Soon, we invited the entire group out to *De Nada*, our 41-ft Garden ketch, for a tour

of the harbor. We picked up our friends and fellow Santa Barbarans, Jo-Jo and Virginia from *Sister*, since we knew they wouldn't want to miss the fun. We motored over to the *Azure Sea* to taunt and toast the two former Russians who had helped get us together. The remainder of the afternoon was spent in halting communication, laughter, toasts, the exchange of tokens of friendship such as pins, calendars, and a John Coltrane cassette for Vladimir the saxophone player.

Then came what we had almost not dared to hope for — an invitation to visit their ship! They had expected their ship to dock the next morning, and when we saw this hadn't happened, we feared we had lost out. But Sergei, Vladimir and John appeared at the appointed time aboard "the yellow submarine". This turned out to be quite an adventure in itself since there was a big swell running and the crew had to secure a huge collar lowered from the ship while we were rolling wildly in the swell. A few sweaty palms later, we were lifted to deck level and set foot on the Soviet vessel.

The ship has been at sea for four months and her hull showed it with huge streaks of rust, but she was in superb condition. The accommodations for the scientists aboard are excellent. We visited Sergei's cabin and listened to Russian 'pop' music while he and Vladimir explained the "program" they had worked out for the afternoon.

We began with a tour of some of the research facilities, including the seismographic lab and computer center. We were shown pictures and mineral samples taken from 15,000 feet below the surface of the Pacific. This was followed by a delicious lunch of borscht, rice and meat, and freshly baked bread washed down with toasts of vodka.

While our hosts wanted to show off the gymnasium and movie theater, we had been told that the captain would see us for ten minutes to answer questions. With this meeting, the 'program' went out the window, as six hours later we were still in the captain's quarters talking, eating delicious food, toasting each other and being regaled with magic tricks by Master Partenkov, who was charming, reasonably fluent in English and a true man of the sea.

As the afternoon wore on in a haze produced by Russian vodka and "cham-

COURTESY OF DE NADA

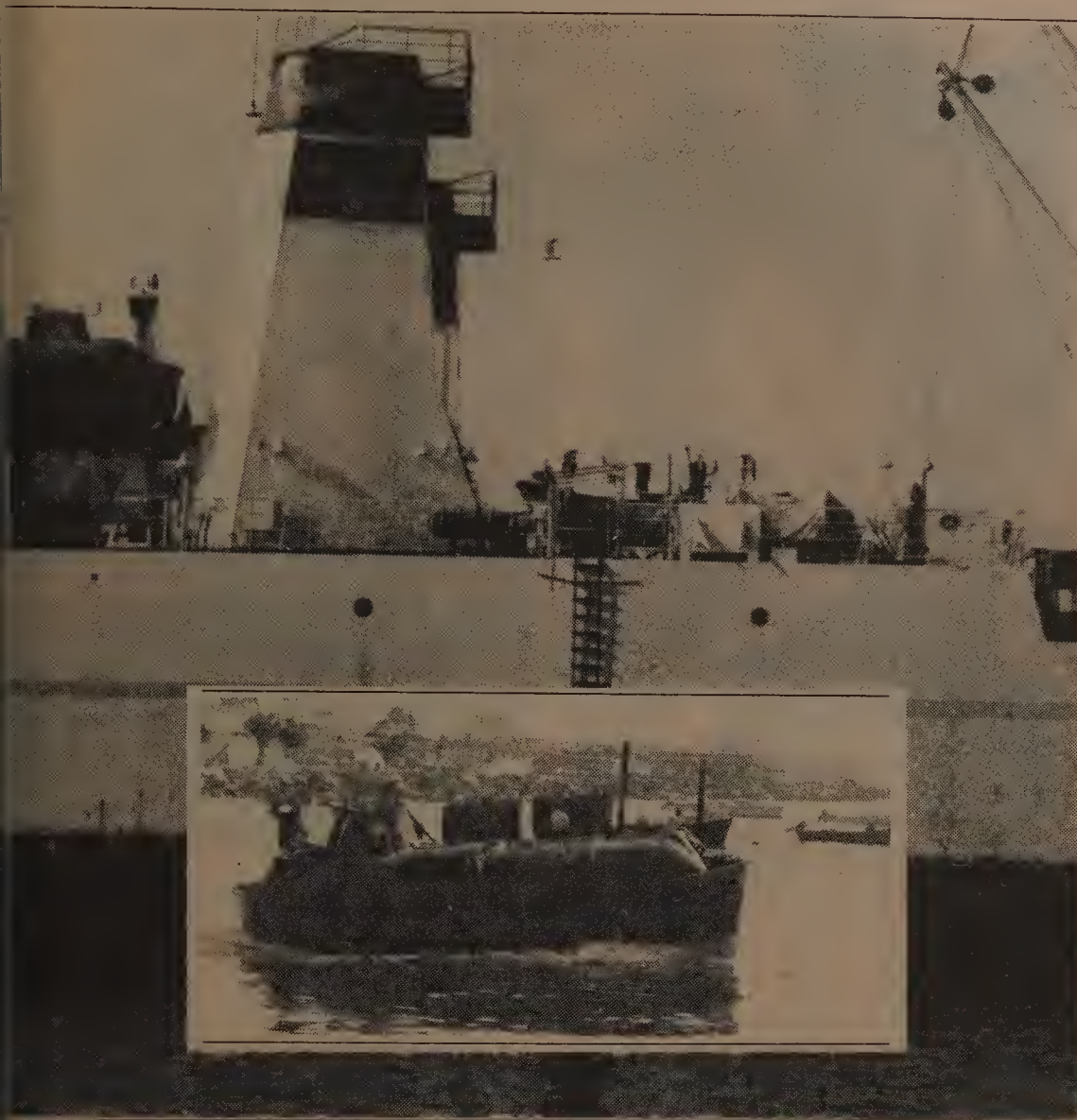


The Russian research vessel in Ensenada. Inset, the 'yellow submarine'.

pagnski", the Ensenada pilot appeared to help guide the *Antropov* to its dock. The captain invited Bob to the bridge to observe the docking. Since the *Antropov* is 250 feet long with a beam of 80-ft, this was quite an operation.

Once the ship was safely docked, Captain Partenkov expressed an interest in visiting *De Nada* and of learning more about our cruising plans. Soon we were back aboard the yellow rescue craft heading for the dock where our dinghy was tied. We bade good-bye to all our new friends except the captain, who visited with us aboard *De Nada* for over an hour, telling us of his own adventures as a fisherman. In the end, he offered to "come get us" if we ever got into trouble at sea. When the rescue craft appeared again, it was time to say good-bye.

There were several things that impressed us about this experience: their accessibility, openness, and eagerness to show friendship. We were also impressed by their general standard of living as evidenced not only by



Incredible – Peterson Two Ton
Earl Hansen
Puntarenas, Costa Rica
(Fort Bragg?)

Incredible is now anchored off the Costa Rica YC in Puntarenas. Getting up the shallow estuary with her 7.5 feet draft was like cruising the Delta without a chart.

Having sailed a good part of the world in various boats over a period of 25 years, my first experience cruising southern Mexico has given me the desire to expound on its value as a prime cruising ground. I can't think of another place where such a combination of good qualities can be found. The breezes are gentle, the seas calm, and the anchorages are excellent, uncrowded, numerous and with good access. The people are as gentle as the wind and friendly, the food and drink are good and cheap. I can now understand why so many boats go no further. My own feeling is that it keeps getting better the farther south you go.

Since I last wrote, this Doug Peterson designed aluminum former IOR racer has sailed to Baja, Hawaii, Canada and spent a year in Sausalito while the cruising fund was replenished. After 11,000 miles and three years, I can say that this type of boat makes an excellent cruiser. She is fast, comfortable and safe. I have found that I can sail her singlehanded, including the setting and jibing of spinnakers. I use both an Autohelm 3000 and a Monitor windvane for steering, and seldom hand steer. The spinnaker has a sock and the Number 1 genoa a modified sausage bag.

I am aware of at least five more of the aluminum former ocean racers that are getting ready to cruise.

Incredible will transit the Panama Canal soon and be on her way to the Caribbean and Europe.

— dr. earl hansen

Earl — As you can see from the Sea of Cortez Race Week story in this issue, Hawkeye, an aluminum two time Big Boat Series winner, is out cruising also.

Oceaneer – 37-ft Searunner
Rich and Tamara Tate
Zihuatanejo
(San Francisco)

Greetings from Zihua! As the photo shows, we had a successful morning sail that

the common rooms aboard the vessel, but also by the personal quarters, clothes and personal possessions of the people we met. We were simply overwhelmed by their hospitality and generosity.

Both vessels left Ensenada the next morning; *De Nada* bound for Cabo, the *Antropov* for two months in the North Pacific.

It seemed fitting to open our souvenir bottle of champagnski in Turtle Bay and share it with the cruisers aboard *Nimbus*, *Beanie* and *Sister*. We toasted to friendships everywhere and to this chance encounter that epitomizes cruising.

— bob and shirley 3/23/86

Windsong – 36-ft Catamaran
Steven Danaher
Puerto Escondido, Baja
(Berkeley)

Although Baja California Sur is generally considered a pretty safe place to park a boat, I have to report a recent exception to the rule.

A year ago I purchased a 36-ft catamaran, *Windsong*. Having sat in the desert sun for four years without maintenance, it needed a

lot of work. After investing a lot of money for equipment and materials, I began to catch up on the much-needed repairs.

Unfortunately, sometime in February or March someone stole \$6,000 worth of gear and materials from the boat as it lay at anchor in Puerto Escondido. Not only did they take large articles like the four-man Avon cannister and the Avon dinghy, but also the Bruce 15 kg. anchor, all the safety equipment, electronics, blocks, the boom vang, compass, hardware, spinnaker, harnesses, winch handles, charts, clothes, oars, line, tools, paint, and 1500 stainless steel screws and bolts. About all they left behind were the sails, galley sink and some miscellaneous materials.

When I discovered the theft at the end of March, it soon became apparent that whoever did it was a sailor, was familiar with the boat and acted alone.

I'm publicizing this in the hope that some of the gear or some useful information might turn up. If anyone has any information, please contact Steve Danaher at Box 2335, Station A, Berkeley, CA 94702.

— steve danaher 4/4/86

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resulted in eight happy cruisers and eight not-so-happy fish.

The couples are, from left to right, Kelly and Linda O'Neill off *Elm Street* from Sutter, CA; Phyllis and Chris Meyers from San Francisco and *Procrustes* (look that up in your Greek mythology encyclopedia); Leila McDaniel and George Shilling from *Essence* from San Francisco; and Tamara and Rich Tate from the San Francisco-based *Oceaneer*. *Procrustes* is a Pacific Seacraft 25, while *Elm Street*, *Essence*, and *Oceaneer* are 31, 34 and 37 foot Jim Brown Searunner trimarans, respectively.

An undeniable urge had come over the Group of Eight that morning, as all of us had more or (especially) less success catching fish on our sails down Alta and Baja California. So it was that in the wee hours of February 21 we assembled aboard *Essence* to attack the coastal waters with a vengeance.

No sooner than we'd cleared the anchorage than eight trolling lines sprouted from the decks of *Essence*. It was quite a sight to see these eight lines evenly spaced across the 21-ft wide aft end of the tri. It turned out to be a short battle with the sea, as very quickly the fearless and water-solubleless four-pack of couples yanked out eight 'bonita' bonita that you see in the official *Secretaria de Pesca* photograph. Unfortunately our *Permiso Individual* certificates are not in camera view, being smartly located in the hip pocket of each yachtie!

Tamara and I should be out of here and underway tomorrow, the 15th of March. We checked out today, at a cost of 1614 pesos for our 37-footer. The exchange rate was 471 pesos to the dollar. All we have left to do is pick up our filled five gallon propane tank tomorrow morning — of course, we've already been given two *mananas* on that, so we'll just have to see.

Our next stop is Cocos Island and then we'll be on to the Galapagos and the South Pacific.

We just had a ham radio discussion with some friends who recently arrived in Wreck Bay, San Cristobal Island, Galapagos on their Westsail 32. They report that the Port Captain will only give permission to stay for five days in the whole archipelago! This applies to those of us who just drop in with no written permission.



I had managed to visit the Ecuadorian embassy in Mexico City in January. The very friendly and sincere people there told me I could stay on the mainland or the archipelago for three months, and that no visa or special permission was required. "No problema", they said, so we're marching off with this great verbal permission.

Stay tuned for more exciting, third-hand disinformation on the visiting situation concerning Archipelago de Colon.

— rich and tamara 3/16/86

Rich and Tamara — We wish you the best of luck in the Galapagos, but we're almost certain that you're going to be required to move out of the Galapagos very quickly. The three month stays are granted to a very small number of yachts each year, and are obtained by writing in advance.

Cruise Notes:

Annie Sutter reports that husband Peter has been enjoying himself on his Wylie 36, **Wild Spirit** in Tonga. "It's what Papeete and Moorea were supposed to be," Peter told Annie.

What should Americans do if they get in trouble in the South China Sea? According to **Fragrant Harbor**, the Hong Kong sailing magazine, "get in touch with the American Embassy in Manila. They'll mount a full scale rescue operation to help you out." The suggestion goes on to note that "even if you're

not an American, they'll still render some form of assistance." Obviously some lives in this world are considered more valuable than others.

A while back we wrote that Ray Jason had returned from a cruise to Mexico and Hawaii on his Farallon 29, **Aventura**. We reported that at the time Ray seemed to have had his fill of sailing — a malady common to sailors just finishing long trips or races. But it's similarly common that feelings about sailing soon make a dramatic reversal. So it was that during last month's Crew List Party at the Corinthian YC that Ray told us "my fondness for sailing is stronger than ever. I'm now out on the Bay about twice a week with *Aventura*, and another big cruise, probably Mexico, is about 18 months away."

Ray, incidentally, is well-known to 49'er fans as the juggler that performs during the home games. We're beginning to worry about the 49'ers. If you read this month's *Letters* you know their old team physican is out cruising, and now their juggler wants to hit the sea again. Furthermore, darned if we didn't see Joe Montana, wife and child at the airport in Los Angeles last week. We weren't close enough to hear clearly, but we think he was telling her, "The heck with this football and celebrity bit, let's buy a big sailboat and take the kid cruising." Good thinking, Joe.

Norm & Còis Anderson advise that they plan to leave Seattle May 15 on their Tartan 37, **Sisu**, for Hawaii, the South Pacific,



COURTESY OF OCEANEER

The fish-killers on 'Oceaneer'.

Australia and New Zealand. In fact if everything goes well, they plan to continue on to Europe and the rest of the way around the world. Did the two just throw the gear on their boat and go? No way. They've put in "five years getting to know Sisu and five full months of full time preparation for the trip".

One of the reasons we bring preparation up is a note from Jim and Diana Jesse on **Nalu IV**: "Jim and I are terrified at what we see in the way of cruisers and preparedness here in the South Pacific. If only they'd learn to sail first and then do all the rest of the stuff." Jim, after a lifetime of ocean racing and a career as a boat surveyor, might be a little more critical than most, but this is a common observation. *Nalu IV* arrived in the South Pacific last month; we'll have a report on their crossing in the next issue.

Leroy Berges of Pleasant Hill, who took ten March issues to Puerto Vallarta "and could have given out 20 more", offers this report: Herb Lawson, Barbara Strong and Cleo the cat were aboard **Fandango**, a Rafiki 37, in Nuevo Vallarta. From San Francisco yacht harbor, all three are delighted with Mexico. Dave and Lee Barber on **Sumiki II** were in Puerto Vallarta for two weeks not counting a side trip they took to Mexico City for sightseeing. They then headed up to La Paz and the Sea of Cortez

for the summer. Master Mariner competitor **Jinker** from Vallejo was also in town. Captain John Walters puts a SatNav and a navigation calculator at the top of the "don't leave home without" list.

Leroy also advises that most of the boats in transit are staying in Nuevo Vallarta, where good berths with electricity go for about \$5 a day. "Latitude 38's", he says, "are like gold here, one lady said she'd kill for one." There are times when we'd have killed for an ice cold beer, but a *Latitude 38*? Naw. Thanks for doing the delivery work, Leroy, your t-shirt is in the mail.

Do you know why all the berths in Nuevo Vallarta are only 30-feet long? Because if they were longer, Mexican regulations would have required that there be a piling at the end of each finger. Since virtually every boat that stops there is over 30 feet, it will soon prove to have been a case of false economy.

Do you know why they put in those weird electrical boxes at the berths? Nobody knows the answer to that question.

Many cruising boats sail to the Galapagos in the hope that officials will let them stay longer than the 72-hour norm. Usually they're given a few more days, but that's it.

who got permission to spend ten weeks at the islands with their Hans Christian 43, **Andiamo III**, you do by being "dedicated, persistent and complying with all the formalities" required by the Ecuadorian government. They outline how to do this — with some additional tips — in the April 1986 *Commodore's Bulletin* of the Seven Seas Cruising Association. If you're planning on cruising beyond Mexico and Hawaii, these *Bulletins* are invaluable. Although full membership in the S.S.C.A. is only open to those who live aboard their boats, you can be an associate member and subscribe to the *Bulletin* for a very reasonable amount of money. Call (504) 892-3096 or write P.O. Box 2190, Covington, Louisiana 70434 for details.

Mary and Dave Francis of **Vivant** and Ewa Beach, Hawaii, report that they're very pleased with Halotech, the company that took over service and repairs on Narco EPIRBs. The Francis', who were scheduled to take off on a circumnavigation in April, bought their used Narco EPIRB at a swap meet and sent it to Nacro for a new battery. Narco forwarded it to Halotech, where the company replaced the battery and — in

ROCKY FACHO



'Ventura's' Jack and Donna relaxing with friends at Nuevo Vallarta.

So how do a few boats get permits to visit these fascinating islands for three months at a time? According to Susan and Andy Kerr

order to save time — sent the EPIRB and the bill for \$62 (plus shipping). "Good service, we say!" was Mary and Dave's reaction. Once again, Halotech's address is 1669 Miller Circle, Center Square, PA 19422.

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S.F. Bay Champion, 14 bags North sails, 2 spinnaker poles, full offshore gear, VHF, Loran, EPIRB, digital knotmeter/log, trailer. \$28,500 or offer. Call Roy Falk at 823-2426 days or 833-1741 eves.

39-FT MOONRAKER

Very successful Great Lakes racer. Outstanding cruising. Custom Ericson 39. Excellent sail inventory. Fully equipped. Bristol condition. \$59,000. (313) 647-2856 or write Nils Muench, 715 Oakleigh, Bloomfield Hills, MI 48013.

ISLANDER 36

Commissioned winter 1972. This popular class, one-owner boat is fully equipped and has had excellent maintenance. Outstanding boat for cruising/racing. \$41,500. (415) 574-1208.

50-FT SAUSALITO BERTH.

Well protected. Ideal for sail or power boat. Available Memorial Day weekend through Labor Day weekend. Very reasonable. Shore power included. (415) 921-7533, eves.

13½-FT CHAMBERLAIN DORY

Built by Rowing Crafters, 1984. Includes all optional features: sailing rig (jib & main), sliding seat, 2 pairs of oars, teak floor boards, name board, canvas cover. Magliner trailer. Beautiful performance, exc. cond. \$3,250. Peter Pike (415) 454-6234.

PEARSON VANGUARD 33

Avoid brokerage fee, well-maintained fiberglass sloop, built strong enough to cross oceans. Fred (415) 325-0850 home; (415) 354-3427 work; (408) 423-5893 message.

PETERSON 25

Beautiful flush deck sloop. Great for daysailing, singlehanded, Bay and ocean racing. \$15,000. (415) 567-8880.

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SAN JUAN 28

Very fast, very pretty, 1978. Sleeps 6 with full galley, head, 30 hp Atomic 4, 6 winches, 3 sails, full spinnaker gear, shore power, & lots of extras. Berkeley berth. 26.5K or trade up. (415) 383-0132.

DIESEL CAL 2 25 \$18,900
Fast, spac., beaut. des., constr. & maint; 5'10" headroom, 5 bunks all over 6'6" long, Yanmar 8, dual batts & fuel tank, shore power; alcohol/elec. stove, VHS, ds, speedo, compass, 2 head-sail & more. Orig owner; divorce sale. Richard (916) 922-1792.

25-FT TRIMARAN WINSOME

Excellent condition with a safe, fast track record of sailing the Bay for 6 years. Flamet standing rig only 3 years old. 1983 o.b., VHF, km, ds, Autotelm 2000 & spinnaker & much more to see. \$10,500 neg. (408) 266-7696 evenings.

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3/4 ton IOR sloop. 1978 in excellent condition. 4 sails & spinnaker. Many options incl: dual headstay, stereo, hot water, shower, etc. Could include slip at Pier 39. \$45,000 or use as a trade on a newer 36-40' sloop. (415) 323-4888/325-7191.

27 C&C

Loaded.
\$19,000 or best offer.
(415) 435-1119; 435-2036.

NEWPORT 28, 1975

Excellent condition. Well rigged & equipped. Deluxe all teak interior. Atomic 4, ds, km, VHF. \$23,500. Days (415) 573-3303; eves. (415) 368-7232.

EXTRADORDINARY HARDIN 44

Beefed up for cruising, stern & mast pulpits, Benmar, Barients, Hood furling, Magnavox, Technautics, Isuzu, tw. alternators, dodger, anchors galore & more. \$115,000. Wt: Lee Leonhard, Tripui, Box 100, Loreto, BCS, Mexico. Call 2-1125 Guaymas.

FOR SALE OR TRADE

24'4" Columbia Challenger. Well equipped but needs motor. Berkeley Marina berth C-21. Will sell or trade for swing keel boat with trailer. (602) 895-7525 or (619) 858-4676.

WILDERNESS 21-FT

Great Bay boat, beautiful lines. 90, 110 foresails, mainsail & cover, spinnaker pole, anchor, 4 hp o.b. motor, Sausalito berth, teak cabin, trim, hauled 2/86. Newly fiberglassed hull & keel, bottom paint. \$7,500. 824-9391.

SABRE 34 — 1983

Maine built cruiser/racer. Ready to cruise. Loran, VHF, depth, knotlog, autopilot, dodger, self-tailing winches lead aft, windlass, bowroller, refrig., propane stove, h/c press H2O, DC converter, AC wired. \$96,000. (619) 566-2411.

ISLANDER 36

Must sell, company relocation. Partnership interest in *Sunkiss*. Excellent condition, fully equipped, electronics, diesel, microphoro. Moored Brickyard Cove. Sleeps 8. 'Topnotch' partners! Contact Nick (415) 376-3233 or Tony (415) 935-5404.

1979 ISLANDER 36

Just hauled, painted (top & bottom), never raced, roller furling jib, club jib, dodger, spray curtains, refrig., stereo, stove, diesel, excellent condition. \$64,000. (415) 946-5611.

EXPRESS 27

1983. *Lipstick* for sale. All North inventory. Outboard, Signet 1000, custom race-rigged. Get your Express 27 in time for the Express 27 Nationals in Santa Cruz this June! Only \$26,500. Leave message (415) 339-0201.

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Superb pocket cruiser, aft cabin, excellent condition, Yanmar diesel, luxurious interior, VHF, ds, stereo AM/FM cassette, many extras. Owner can assist in financing. Richmond berth. \$35,900. Days, call (415) 843-0429; eves. call (415) 843-0281.

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Seeking 3 partners for fast, well-maintained, proven cruising ketch. 1971 Morgan 40' tri-cabin, located Ventura. Cruise Channel Islands on family-sized sailboat (sleeps 6 comfortably, 2 private heads) for 1/4 costs. (805) 642-0967.

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In Honolulu, ready to cruise. Setup for singlehanded. Dsl 180 hrs, dodger, furling jib, SatNav, ap, Aries vane, VHF, RDF, AWI, km, ds, 3 anchors, chain rode. El Toro dink w/2 sails. Batt. chg., stereo. \$35,000. (415) 521-0134 home; 777-3457 work.

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Pocket cruiser, classic double-ender, great Bay & Delta family boat. Sleeps 5, slide-away galley, bowsprit plus extensive inventory. \$18,000. (415) 594-0314 evenings or weekends.

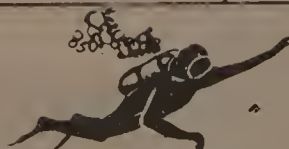
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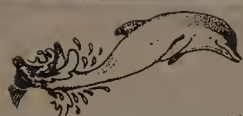
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FOR SALE: LIKE-NEW 170 GENOA For Islander 30 or similar boat. Shifting to roller reefing, thus no longer need seldom used Genoa. \$500. Phone (702) 322-8400, Reno, Nevada.	CHEOY LEE 36-FT OFFSHORE WORLO CRUISER Magnificent f/g sloop just completed 24,000 of cruising. Completely refitted, repainted. Year old Volvo MD11C, teak on glass decks, Aries vane, Autohelm, holding plate refrigeration, roller furling, roller reefing, 12' Achillies, Johnson 15, 2 SSB's, VHF, RDF, SatNav, depthsounders, speed log, stereo, 2 sets sails, generator, power winch, much more. Rugged for solo ocean passages, ready for the blue water. \$54,000. Sausalito, ph. (415) 332-0924.	CAPE OORY 22 1982 quality sloop in top condition. Full keel, 3' draft, 24 gal water, sink, bilge pump, chain locker, inner-lined hull, Porta-potti, etc. Seagull 6 hp. VHF. Must see to appreciate. \$18,750. Original owner. (408) 244-7872.
43-FT WOOD KETCH FOR SALE Fixer-upper at a bargain price. Very well built but still needs lots of cosmetic work plus new main mast. Lots of equip. 9 bags sails. Recently surveyed at \$45,000. Asking \$38,000. Jerry 234-3082.		1977 CHRYSLER 22 Fixed keel sloop in excellent condition. 3 sails, 2 anchors, VHF, depthsounder, knotmeter, compass, lifelines, 7.5 hp Mercury outboard, Porta-potti. Berthed at San Leandro. \$6,500. Serious buyers only please. Ray (408) 244-5685.
28-FT SWEDISH FULL KEEL SLOOP All wood, diesel, d/s, new Sutter sails, all s/s new in '81, 2 dinghies, etc. Needs finish work. \$4,900/B.O. Keith 453-2904.	\$5,600 Classic Block Island sloop. 26' on deck. 9' beam. New Tanbark sails, inboard Atomic 4. Ready to sail, easy singlehand. Real beauty. Located on pier next to boat launching ramp in Blackpoint. 892-8303.	OZMA — 64-FT OCEAN-GOING KETCH Stan Huntingford design. Center cockpit. All luff-furling sails. Large tankage. Two steering stations. Sleeps 9. Full electronics including weather facsimily printer. For sale to settle estate. Owner anxious. Offers considered. (415) 526-5983.
COL 26II Equipped with 3 headsails, spinnaker, o.b. w/electric starter, VHF, compass, sumlog. \$8,750 or best offer. 456-7347 or 454-8645.	CREW PERSON WANTED Exceptionally maintained, equipped, well traveled 32' sloop. Looking for crew person. Sense of humor, venturesome spirit, ocean or outdoor sense and a touch of class. Flexible itinerary, open to suggestions. Leave message for David 332-6040.	CREW WANTED MAY & JUNE 1986 Sail from Costa Rica to Mexico & San Francisco. Superb 46-ft cutter. Good crew. Share expenses. Write to: 570 Grizzly Peak, Berkeley, CA 94708.
SANTANA 22 Second boat forces sale. S/S chain plates, anodized spars, 4 winches, spinnaker & gear, vang, Cunningham, adjustable backstay, 6 hp o.b., Berkeley berth. Make offer! John, (415) 858-2525 days; (415) 952-7539 eves.	ALCOHOL STOVE — STEERING WHEEL Three-burner stove with oven, 2.8 gal pressure tank, 4-ft CG approved hose: \$150. Yacht specialties 28-inch tapered spoke wheel: \$75. 933-3997.	MOORE 24 Hull No. 1. New rig, sails, non-skid. Fast and ready to race. No trailer or motor. \$12,000. (415) 376-1589.
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SURVIVAL SUITS Don't go cruising without one! Sterns Model ISS 590 snip abandonment suits. Best survival suit made. USCG approved. In carry/stow bag. Brand new, never used. List price \$566. Sale price \$325 each. Special 3 for \$900. (415) 731-1870.		PEARSON 30, TILLER. One of Pearson's finest. Atomic 4, 2 jibs, 2 anchors, stereo/cassette music. VHF, depthfinder, knotmeter, log meter, stove, s/s Lewmar #40 jib winches. Excellent condition. Strong, fast & comfortable. Many extras. Call Gene (415) 547-6593.
PIER 39 BERTH RENTAL — \$180/MO. S.F. waterfront upwind-facing 36-ft slip. Short/long term. Will consider lease option. Telephone connections. Laundry, discounted parking, security guards, showers, shopping center, restaurants, views. (702) 825-1736.	CS 36 — PARTNERSHIP — 1/2 INTEREST CS 36' sloop, 1979 Canadian built performance cruiser. Westerbeke 40 diesel, North sails, teak interior, km/log, wind-point/speed, VHF, stereo, pressure h/c water, all in excellent condition. Sausalito berth. Current sole owner with heavy travel schedule seeking responsible partner. \$9,000 equity. \$475/mo. berth and loan. Call 453-8721.	25-FT SPORTFISHER Stable & solid design with twin Chrysler engines. Head in forward cabin. Has caught many fish offshore. Berkeley berth. \$4,500/B.O. 921-0294 a.m.'s.
CATALINA 30 Excellent condition, original owner, new bottom, recently surveyed, wheel steering, roller furling, stereo, VHF, depth-sounder, knotmeter. Asking 25K. Call Per (415) 454-7215; 788-3393 work.		ALBERG-WINDWARD 24 Excellent condition. Never raced. Full keel. F/G. Very stable Bay/Delta cruiser. Call for photos. \$5,995. Don (415) 254-5995.
24-FT NEPTUNE, 1981 With trailer, used 1 year, like new. 3 sails, fabric cushions, shore power, full cover, 10 hp Honda, boom tent, knotmeter and more. \$14,250. (707) 263-0959.	JUST AOD WATER Don't buy any 22 to 25 foot boat until you have checked this out! Like new Balboa 24T. The most complete trailerable performance "pocket cruiser" available for \$13,000. Call (916) 685-3132 for details and complete equipment listing.	LIFE RAFT YFC (Sea Jay Elliot) self-inflatable 6-person fully equipped in valise. US Coast Guard approved. Never used. Will deliver with new service and check out. Asking \$1,750. Must sell! 461-3437.
CAL 34 \$35,000 sloop. Well equip. 36-ft slip: \$35,000. Pier 39. Either or both, best offer. (707) 795-5801.	FOR SALE BY OWNER 1972. Bristol 38 <i>Hallelujah</i> designed by Herreshoff. Completely equip for cruising. 1982 Yanmar 3 GMD, 75 gal diesel & 130 gal water. Sat/Nav, radar, SSB, VHF 58 channel, Brooks Gatehouse equipment. Autopilot, windvane, 13 bags of sails. Deep freeze, refri-Polar system, 3-burner/oven propane stove, two 5-gal tanks. Avon Sport with 3.5 Suzuki. Many other extras. \$65,000. (818) 886-5115.	MAXI 95 (32) MAXINE 1976 Pelle Petterson/Sweden. Beautiful, comfortable, fast cruiser. 1,400 sold in Europe. Only one on SF Bay. Fully equipped: Volvo diesel, aft cabin, VHF, depth, Barients, many extras. \$38,000. Tiburon berth avail. Call Bob at 453-8555.
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ENJOY A YACHTING VACATION on the Bay or Delta aboard my beautiful 43-ft sailboat <i>Compass Rose</i>. Sleeps six. Shower, refrigeration, stereo, instruments. \$175/day midweek. \$200/day weekends. Special weekly rates. Call Jon (415) 427-5499.	YUGOSLAVIA Sail the islands on the crystal clear Adriatic. 30-ft sloop available for charter May-October, bareboat or with captain. Sleeps 6; head and shower. For information call Walter Pajalich, (415) 222-7432.	
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EXPRESS 27 Ultralight ready to race or cruise, regatta winner, never in salt water, 6 sails, dual compasses, knotmeter log. \$22,900. Tandem trailer available. Located in Fort Worth, TX. (817) 236-1147.		1978 CATALINA 27 Excellent condition, original owner, located fresh water since new. 9.9 Evinrude electric start, 3 sails, new club jib, radio, knot compass, traditional interior, white with blue non-skid. Don't overlook this one. Must sell. \$13,000. (415) 634-0144.
BOAT FOR SALE Flying Dutchman sailboat, international standard US 554 Karlsh German made wood boat. Refinished bottom, good sails, trailer. \$3,800 or best offer. Oakland (415) 482-2972 day or night.	FANTASIA 35-FT The perfect cruising boat. Modern underbody. Cutter rig w/6 sails, including spinnaker. Center cockpit with full dodger. 2 refrigerators. Off engine or shore power. Propane stove. Complete cruising inventory. Perfect liveaboard for working couple, 12-ft of hanging locker space, double aft cabin, microwave oven, hot/cold pressure water w/shower, Par elect. head. 4-speaker stereo system, solid mahogany interior. Call Marilyn or Hub aboard. Eves (415) 331-8506 or write Box 272, Sausalito 94965. \$79,000.	29 COLUMBIA '62 MKI — CRUISE AND DINGHY GEAR F/G S&S quality (long keel) w/Palmer IH M-60 aux., 6 sails, 2 anchors: \$14M. At ½ price: new windlass, 25 CQR, 22 Danforth, 100' chain, Ebco sextant, 9 ch. SW, mast strobe, 8x10 prop, charts S.F. & V.I., sail & gear for 8' dink. (408) 257-6042.
RANGER 23 — BANJO Sail No. 6441. 2 sets North sails (1 set, 1 season old w/tri radial spin.). New full race hardware, faired underbody, new 9 hp motor w/alt., km, bristol cond. \$11,000. Call Eric 332-5090.		TRADE UP TO A WESTSAIL 42 Owner unable to go cruising in this magnificent bluewater cutter. All teak interior, professionally completed and launched in 1981. 85 hp Pathfinder diesel, new sails, loaded. Will trade for smaller Bay boat. (415) 775-0157.
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ARIEL 26x8x4 F/G All new: Rig rudder, bottom, main, o.b., sounder, stove, pump. 5'9" headroom. Cruise, liveaboard, race. \$10.5K cash, terms, trade/car. (707) 874-3018.	TRADE TAHOE HOME FOR SAILBOAT North Shore, 2 bedroom, 2 bath home (unfinished; \$15,000 will finish). Valued at \$75,000. Will trade for sailboat of equal value. Prefer 36' to 45'. 851-1828.	SANTANA 22-FT Good condition, spinnaker rigged, extra sails incl: new 150% genoa, 6 hp o.b., many extras. Must sell. \$4,000/B.O. (415) 228-1848 eves/wknd; (415) 842-0358 days.
1975 26-FT TROJAN Fiberglass cabin cruiser. 220 hp Crysler V8, full galley, stand-up head, sleeps 4, trailerable. This boat must sell now. \$12,800. Or best offer. (707) 444-4078.	TRADE BERTH AT COYOTE POINT Would like to move my 27' sailboat to some location in the Delta for 2-3 months starting in July. I have a 32' berth in San Mateo, Coyote Pt. Call Dave (415) 948-3461. If not trade, I will consider a sub-lease.	CAL 34 1976. 4 cyl. diesel, wheel steering, CNG stove/oven. C.P. berth. \$41,900/offer. (415) 349-4901.
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FOR SALE Moving up, selling 26' Luger Tradewind, 1979. Excellent starter boat. Fully carpeted interior, 3 sails including main, jib & genoa: VHF, depthfinder, 9.9 hp Johnson electric start Sailmaster, Pop-top. Appraised at \$19,000, asking \$9,500. Call (707) 745-8187.		50-FT SAUSALITO BERTH Available for Memorial Day weekend through Labor Day. Water and power included. Very reasonable. (415) 921-7533 eves.
37-FT CAROL KETCH FAITH Built and launched in 1945 by Larry Baldwin. Cruised 70,000 miles. Took 2nd in first Ensenada race. Good liveaboard. Sell as-is. Write Babe Baldwin, Box 6354, San Diego, CA 92106. Or call (619) 224-8924.	1981 MACGREGOR 25 In excellent condition! Includes: trailer with surge brakes, 10 hp Honda with generator, Datamarine knot & log meter, radio, redesigned galley with 10 gals H2O, electric water pump, ice box and many more extras. Call after 6 p.m. (408) 973-9143. Asking \$7,250. Will accept offers.	CT 41 Cruising ketch, full keel, 1975 fiberglass, diesel, teak interior, original owner, well equipped, A-1 maintained. Would be a great liveaboard. \$72,500. (408) 779-7885; (415) 357-2245.
WESTSAIL 31 Flush deck style, one piece hull, has made 2 offshore passages. Needs lots of work. No motor. Very roomy, strong & seaworthy. Slow but steady, comfortable cruising or liveaboard. \$15,950/offer. John (415) 376-4706 evenings.		RACING CATAMARAN Nacra 5.2 #3000, hardly used. All regatta winning special gear (remote controls, double trapeze, mast bend control, etc.) Out-sails Hobies, sizzling performance (can tow waterskiers). \$3,900 incl: new galv. tilt trailer. Peter Clutterbuck 383-3756.
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J/24 Race ready, new main & jib, professionally faired keel, new hand-burnished bottom, beautiful linear-polyurethane paint, many other extras. \$10,000. Call Bob (415) 383-3399 nights or leave message.		27-FT ERICSON, 1974 Very good condition. \$20,000. Call 641-5106, Dominick.
23-FT SEA SPRITE 1977 Carl Alberg designed full keel sloop. 7' beam, 3' draft, 247 sq. ft. working sails, 10 gal. water, sink, ice box. Sleeps 4 (cozy). Displ. 3350, ballast 1400. Seagull o.b. \$8,400 (408) 374-0195.	FARR 37 New Zealand built fiberglass racer/cruiser. Bluewater veteran. Full cruising interior, fridge/freezer, oven. Volvo Penta, 8 sails, dodger, dinghy, 6-man liferaft and many cruising extras. Great Bay and ocean sailer. \$61,000. (415) 332-2149.	EXPRESS 37 JUNO Immaculate fully equipped and ready for Transpac. 16 bags hitec North sails, Magnavox SatNav, Northstar Loran C, B&G instruments, refrigeration, hot & cold pressure water, professionally maintained. \$120,000. Fred Brown (213) 661-5111 bus; or (213) 828-4909 res.
1984 ERICSON 36 BY RON HOLLAND Beam 11'10". Draft 6'3". Displ 11,600. Ballast 5,230. Sails: main, 80%, 120% & 150 geneker. Beautiful and fast. \$88,000 or trade for bigger liveaboard cruiser. (408) 374-0195.	1971 MARINER 31-FT KETCH Full keel, f/g, diesel, wheel, 6 sails, new VHF, DF, RDF, compass, km w/log. Owner presently lives aboard. Boat needs some TLC but is sturdy and a good sailer. Asking \$27K. (415) 366-1215 eves; (415) 856-7020 days.	
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\$2 \$8,000.00 BELOW MARKET 1978 30' center cockpit sloop. Walk through to aft cabin. Hot and cold press. water, shower, stove, diesel. All lines aft. Complete liveaboard. Two boat owner, must sell. \$37,500/B.O. (415) 536-1408.		FOR SALE: 24-FT JOLLYROGER Seven sails including spinnaker, CQR and Danforth anchors, VHF, new Signet digital depthsounder, dodger, 7.5 hp Evinrude o.b. Strong full keel Bay boat in excellent shape. \$7,000/offer. (415) 883-3659 after 6 p.m.
McGREAGOR 22-FT 1984. Great condition in and out. Swing keel, 7.5 Honda motor with low hours, trailer, sleeps 5. \$6,500. Call Larry (707) 422-4133.	25-FT JIM BROWN SEARUNNER TRIMARAN Pro-built, cutter rig, 5 sails, 4 hp Johnson outboard. Trailerable. \$8,000. (415) 525-8962.	\$3,500 22-ft Treasure Island sloop. Superb condition. Rebuilt outboard. New bottom 10/85. Upwind Berkeley slip. A real gem. (707) 575-0285, ask for Wendy.
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"SCALLYWAG" Full keel 25', stiff boat, handles heavy winds, with 2'11" draft, sail Delta. Proven offshore cruiser, room to liveaboard. Yanmar 7.5 diesel, extras. Trade for larger cruising boat or \$19,500/B.O. (415) 368-6910 days message, eves. after 6.	I WOULD LIKE TO BOAT-SIT IN SAUSALITO May-Sept. Will pay slip fee & do boat work. Experienced sailor (F). Call Neva 331-2406.	CLUB NAUTIQUE Single membership for sale. \$1,750 includes transfer fee. Days: 421-5516; eves: 585-0619.
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COLUMBIA 26 MKII Excellent Bay sailer. Sleeps 5, 2-burner stove. New 7 1/2 o.b. Has compass, VHF radio, lifelines, etc. Excellent Berkeley berth. \$10,000. Call (415) 284-7547.	FOR SALE 18-ft GRMKIV Zodiac: \$2,000; 2 new dive tanks 95's: \$85 each; Navtec Type III hydraulic system: \$100. Call Steve 932-6510.	CATALINA 25 Swing keel on trailer, pulpit-mounted device to step the mast the easy way. Like-new condition. Many options incl: Signet speed/log meter, safety gear, Honda 10 hp motor. Asking \$15,900. (408) 255-4219.
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PEARSON ENSIGN 4 sails. 4 hp Evinrude. 23-ft good Bay daysailer. Berth in Sausalito negotiable. \$3,900. 665-5411.	WANTED: 25-30-FT SAILBOAT To rig (or already rigged) for offshore singlehanding. Purchase (\$10,000-15,000) or charter (willing to exchange labor for reduced fees). Please write: Larry Ribnick, 5828 Huntington Ave., Richmond, CA 94804.	LASER Excellent condition. Seldom used. Mahogany rudder & board, spars, sail, 2 sets tiller & extension, Harken hexaratchet, Cam cleats, fitted roof rack. \$1,000/B.O. Doug S. (415) 472-4011 daytime.
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MERMAIO 21-ft classic Petersen sloop. Fine Bay boat. Good condition. One set sails, Seagull outboard, berth cushions in cabin. Berkeley upwind berth. \$3,000. 525-2594; 525-0104 message.	CATALINA 27 1976 inboard Volvo diesel, dinette cabin, 5 sails, depthsounder, knotmeter, compass, VHF, 2 anchors, and more. Clean, well maintained, ready to sail. Coyote Point berth available. \$22,000. Contact Lisa: home (408) 773-8244; work (415) 966-3718.	AGELESS CLASSIC — 65-FT ALDEN 1926 Marconi ketch. Updated rigging w/self-furling jib. All teak deck. New Perkins dsl eng. Cust oak/mahog interior w/new refrig, stove, fireplace. Exc. sailer & liveaboard. Price & terms neg! Days (415) 685-1230 ext. 3222; eves. (415) 283-3047.
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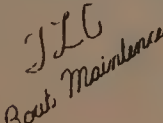
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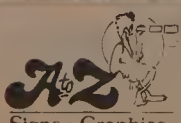
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CAL 24 Shoal draft keel w/centerboard, trailer, o.b., VHF, compass, km, df, 4 sails, safety gear, head, stove, battery system, excellent cond., ready to travel and sail. \$10,000. (408) 722-6903 eves.	FOR SALE: 41' CHEOY LEE KETCH Loran C, 50 ch. VHF, EPIRB, Avon 6-man liferaft w/pack in canister, 8' Avon Redcrest, ws, wp and knots, four 2-speed sheet winches, 7 single speed winches, low hours Perkins 4-108 fwc diesel, 6 sails including spinnaker, complete spinnaker gear, full Cheoy Lee custom interior, 30 amp mariner charger, ensolite cockpit cushions, CNG s/s stove w/oven, all galley equipment, stereo. Much more gear and equipment (3 pages). For more information and inspection call days (415) 221-8282; evenings (415) 383-4217. Please leave message. Must see. \$99,000.	25-FT MACGREGOR 1982 WITH TRAILER Comes complete: 7 1/2 hp Mercury, VHF radio, complete interior with all cushions, stove, head, safety gear & extras. Super family boat. Like new. \$7,400. (415) 228-2852; 228-0946.
IMMACULATE WORLD CRUISER — \$23,900 Offshore 27 by Cheoy Lee (f/g construction, diesel engine). Equipped for world cruising. Impeccable structurally and cosmetically. Excellent sailer. U.S. Documented vessel. Out of water for your inspection. (408) 379-5449.		1973 CONTESSA 26 Sturdy f/g full keel sloop, recently hauled & surveyed, clean bill of health. 4 headsails, spinnaker, 7 hp gas i.b., VHF, Lewmar winches, more. For photos & complete info package, (408) 649-8000 days; (408) 624-7643 eves, Judd. \$15,000/OBO.
SANTANA 22 Good boat, condition good, 3 jibs, 6 hp Johnson. All sailing lines leads aft for singlehanding. Alameda berth. \$4,500/offer. Call Jerry before 1 p.m. (408) 251-6436; after 4 p.m. (415) 960-5203.	14-FT NEPTUNE Don't let it sit in our driveway. It's begging to be sailed. Great for freshwater or ocean sailing. 2 sets sails. 2 hp Seagull motor. Trailer. \$1,850/B.O. Ed/Marion (408) 476-5154 Santa Cruz.	COLUMBIA CHALLENGER, 1962 Hull #8, 24', w/6 hp Johnson longshaft. Mast, boom overhauled & LPU'd '82. Standing rigging replaced '82, tri/color, "masthead"/deck lt. added '82. Asking \$5,100. 237-9661.
LOOKING FOR A BARGAIN! CAL 28 F/g, Atomic 4, 6 sails, autopilot, depthsounder, VHF, knotmeter, galley. Great Bay boat, large cockpit, excellent condition. \$14K. Must sell! (408) 246-3464 or (408) 725-8315.	J/24 TrailRite trailer. Good, clean basic boat and gear. Well maintained. Full set class sails. Evinrude o.b. Dry sailed. \$9,900/B.O. Call (408) 248-8522.	WANTED Cruising sail or trawler-style boat in trade for partial equity in 2,250 s.f. home w/spa & pool on 20 acres east of Sacramento. Also have 26-ft GMC motorhome w/dune buggy in tow. (209) 245-6181.
ENJOY A YACHTING VACATION on the Bay or Delta aboard my beautiful 43-ft sailboat <i>Compass Rose</i> . Sleeps six. Shower, refrigeration, stereo, instruments. \$250/day. Weekly rates available. Call Jon (415) 427-5499.		CHARTER A NEW PASSPORT 40 Sail the San Juan Islands Fast, comfortable 40' sloop, dinghy, full instrumentation, roller-furling headsail, two private staterooms, head w/shower, propane stove w/oven, refrigeration, VHF, stereo, and much more. Call (206) 821-1208 for more information.
ENGINE SALES YANMAR PARTS Worldwide shipment for all Yanmar models. Marine Diesel & Services. P.O. Box 60067 San Diego, CA 92106 (619) 222-0474	SERVICE	S.F. BAY CRUISE \$350/8 hours. 6 Passengers or less. USCG skipper — 35' Ericson. Enjoy a sailboat experience — sightseeing the Bay with champagne and snacks provided: special rates available. SUNSET CHARTERS, call (408) 251-1931.
CHARTER — SAN JUAN ISLANDS/VANCOUVER EXPO Yamaha 33 sailboat. Ocean racer rigged for comfortable cruising. Sleeps 8. Full elect. equipt. 6 sails, sailing dinghy incl. Discount to experienced sailors. Private owner. Free brochure. (206) 328-1999.		RACE READY Cal 29 available for charter during the 1986 racing season. Well equipped and fast. One design entry fee has been paid. Berthed at Gas House Cove Marina. For information call BAY SAIL CHARTERS, 386-2070.

POWER BOAT 1978 Chrysler inboard/outboard, 22-ft fiberglass deep V hull. 350 engine, new canvas/carpet. \$9,900. Will help finance. 386-6922 evenings.	29'6" = \$21,500 NO DOWN POSSIBLE This 1979 Buccaneer 295 is an outstanding cruiser (the teak cabin is wide with 6' headroom) and a racer that has done well in IYC, Metro YC midwinter and YRA racing (PHRF 168). New bottom paint, 2 spinnakers, 4 jibs, marine head, inboard Volvo diesel and much more. (415) 489-9595 Bob, Linda or message recorder.	COLUMBIA 26: 1/2 PARTNERSHIP Great Bay boat. Excellent condition. New outboard engine, motor mount & mainsail. VHF, depth, knot. Alcohol/electric stove, custom cabinets, stereo. Emeryville berth. (415) 673-4302.
VACATION ABDARO YOUR OWN PEARSON 365 KETCH Summer cruise the Delta or the coast in this comfortable, quality boat featuring full galley, pressure hot & cold water, stall shower. Priced at a low \$53,000. (415) 697-5977.		EXCEPTIONAL OPPORTUNITY To own a 48' Peterson design semi-custom yacht (partially completed) from Dennis Choate, builder. Save thousands. Many sisterships incl: <i>Brisa</i> . Excellent race/cruise potential. Call Bill (415) 967-8451.
ORIGINAL H-28 New plywood and fiberglass deck, mahogany cap and rub rails. Masts stripped and varnished. Engine rebuilt 1/86. New cushions and paint. 6 sails, Delta cover, 2 boat covers, Sausalito berth. 552-5580 weekdays; 585-2291 evenings.	DESPERATELY SEEKING BUYER 1978 J/24. Tan hull, cream deck & bottom, orange waterline stripe, beautiful! Sails by North & Pineapple, dual axle trailer, extras. Located Brickyard Cove. Must sell, new boat is here! \$10,000/offer. (707) 664-2409 wkdays; (707) 584-8062 eves.	SKIPPER OF 50-FT KETCH Needs compatible, dependable person free to travel, willing to divide expenses for unscheduled cruise: Expo, North & South. Write: Victor Maertens, Port Townsend Boat Haven, 2539 Washington St., Port Townsend, WA 98368.
24-FT SLOOP Lapworth design. Full keel, new hull & bottom paint, VHF, ds, 2 compasses, 5 sails, anchor, dinghy, Johnson o.b. motor, rigged for singlehanded. \$6,700. Coyote Point berth. Call (415) 359-7225 morning-evening.	CUSTOM MULL 27 Fast & fun. Current IOR cert. (17.9'). 13 bags sails, incl: mylar 150 & 125 genoas. Sep. '85 upgrades incl: Balto plate bottom, LPU hull, deck, & mast. Datamarine LX-360 wind inst., Yanmar 9 hp dsl. \$26,000. Ray (415) 258-9527 hm; (415) 542-6930 wk.	ERICSON 30 Good shape. Bargain at \$5,000 under current market. Would consider local real estate trade. (415) 968-1860 or 961-2222.
SKIPPER 20-FT SLOOP 1980 Florida built f/g Lapstrake double-ender. Classic teak bowsprit and mahogany coamings. With trailer and Honda o.b. for \$3,500/8.0. Pete (415) 865-7007 or 437-3227.	WOMAN — FOR DAY SAILING White, female, 35, seeks man with boat, has more desire than experience, willing to learn the ropes of sailing, will not wear bikini, but lots of fun. Serious calls only. Marjorie (415) 344-4221 after 8 p.m.	FLIRT — C.D. MDWER SLOOP Classic 1904 design. Port Orford cedar on oak. Liveaboard, well maintained through 8 owners, photos of restoration avail. Built 1914. New Volvo Penta, 32' LOD, 9'11" beam; fine sailer. \$18,500/OBO. 954-6808 before 2. Peter.
RVG SELF-STEERING VANE With auxiliary rudder, for boats to 38'. Used little, in very fine condition. Cost \$1,250 new; will sell for \$550 cash. East Bay. (415) 658-1436.	40-FT TRIMARAN Piver Victress design. Very well constructed, strong. 27 hp diesel, VHF, Whistler radar, freezer, refrigerator, sextant. Sleeps 6. Great cruising boat. Documented, prior survey available. \$6,000 recently spent on yard work. Must sell due to ill health. ~~\$36,500/OBO.~~ (408) 734-5549 anytime or (408) 756-9458 days; (415) 967-3597 eves.	40-FT BOAT SLIP — PIER 39 For lease: on E-dock (40/45-ft dock). Available June 15. Call John Davenport at (415) 854-5333 days.
SALE/TRADE Spinnaker (I=42, J=14.5), Barent #10 & 16. Norcold refer (chest type), 8' Montgomery (row & sail: \$685), 3 1/2" adj. spinnaker pole (14-25'), Avon R2-80, Hawaii charts, circuit breakers, air sextant. 865-1604 eves.		25-FT NORIC FOLKBOAT New sails, 7.5 Honda o.b., VHF, elect. sys., new paint, new f/g deck, stereo, S.F. slip. Will go to best offer over 6K by May 15th. Call Skip (415) 398-8170; 861-6519.
CAL 2-27 Like brand new. Always in fresh water. Never raced. North sails. Self-tailing winches, epoxied spars nicely rigged, teak interior. If you're looking for a quality boat in new condition this is the one. \$21,900. (916) 933-5795.	FOR SALE: CLUB NAUTIQUE MEMBERSHIP Lifetime family membership. Alameda, Saus., Brisbane privileges. Free lessons & training boats, priority reservations, rental/charter & functions. All membership priv's & discounts. Extensive fleet & cal. \$2,000. (408) 733-9633 eves & wkends.	32-FT TRAVELLER Double-ended cutter. USA built, full keel, teak decks, Volvo 23 hp diesel, 6'+ headroom. Excellent condition. \$39,900. Call Sacramento collect: (916) 381-8568.
CATALINA 25 Fixed keel, tall mast, Pop-top & dodger. 1981, dinette interior, cockpit cushions. 10 hp electric start o.b. 110, 150 headsails, 2 reef main. Fresh water. White hull, sand deck. Excellent shape, original owner. \$12,500/OBO. (209) 522-8665 evenings.	CLIPPER MARINE 26 Looking to step up to a trailerable family cruiser that is safe and fun to sail, that's maximum boat for minimum cost? This is your boat! Sleeps 5, trlr, Honda 7.5, \$2,200 extras. Top condition. \$6,695. (415) 948-3010.	HOBIE 16 — COLORFAST Class legal '82, heavy duty rigging, double traps with harness, trailer and sailbox. Many other extras included. Built for speed, great for drifting. \$2,850/offer. Kent (415) 521-9470 eves.
SEARUNNER "FORTY" TRIMARAN FOR SALE Fully equipped and cruise ready. Please call for details. (916) 989-2599.	'78 ISLANDER 36 Must sell. Good condition, exceptional equipment. \$59,900/OBO. (707) 445-0075.	ISLANDER 30 MKII Ex. cond. 11 sails, Atomic 4, ws, wp, ds, km, log. All racing & cruising gear. YRA champ. See to appreciate. 2 boat owner! Must sell. \$24,000. Make offer! Days (415) 772-0421; eves (415) 339-2694.
JOHNSON OUTBOARD Like new condition. 7.5 with options. Less than 10 operating hours: \$625; Brass trawler lamp: \$30; Mooring at Hm Bay for rent, good location: \$35/mo. Call Norm at (415) 579-0950 or (415) 962-8110.	NAUTICAL BOOK BUYER WANTED S.F.'s 1 1/2-year-old nautical bookstore, The Maritime Store, located on historic Hyde Street Pier, is looking for a sharp, energetic, organized individual to maintain and further create our exceptional maritime book and sideline selection. Part-time buying, part-time selling = full time rewarding job. Book buying enthusiasm and experience required. Send resume to: GGNPA/NW Bldg. 204, Fort Mason, SF, CA 94123.	KINDRED SPIRIT — CUSTOM PETERSON 36 Completely equipped for race/cruise. Competitive IOR 26.7. 18 bags sails. 9 winches. VHF, RDF, CNG stove, liferaft. B&G instr. \$65,000. Treadmaster deck. Call John Tysell (415) 234-2906. Must see.
24-FT CAPE DORY TRAWLER 1984, custom built for owner, only example on West Coast. Westerbeke diesel & complete inventory. Immaculate & as new. Sausalito berth. \$45,000. (415) 332-6207.		CAL 25 — JOINT VENTURE Sellers motivated. '82 class champ. Race/cruise ready. Mahogany interior. 7 sails, kerosene stove, km, compass, icebox. Stainless water tank. Bilge pump. Cockpit cushions. 6 hp Evinrude. Berkeley slip. \$8,400. Call 428-2918.
BOATERS/SAILORS — RETREAT ON TOMALES BAY AT MARSHALL Charming Bayfront house. large deck & elegant studio. Fully furnished 'spiffy quarters' with fireplace, kingsize bed. Relax, sail, hike the trails & seashore. Unwind in tranquil Marshall. Week, weekends, month. 456-3018 evenings.	 DOUG SHOTTON MARINE SURVEYOR (415) 931-4384 P. O. Box 2257 San Francisco, CA 94126	
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 GO YACHTING With B.C.'s newest fleet of sail and power boats. GO Vacations offer CYA certified cruise and learn, skippered and bare boat cruising. Compare our prices before you book. GO VACATIONS, 11040 Cambie Road, Richmond, B.C. V6X 1K9. (604) 270-3718.	 Wooden Boats a specialty. Sanding, varnishing, painting, general maintenance, minor engine repairs and servicing. Gas or diesel. Master Mariner, 20 years experience, references Free estimates Call: Clark Arquette — 525-9087 	

22-FT COLUMBIA SAILBOAT F/g, 1970. Good beginner. Excel. shape, lots of room, sleeps 4, propane campstove, sink, Icebox, Porta-potti, new cruise spinnaker, 1970 6 hp Johnson. Berthed at San Leandro Marina. \$68/mo. — \$5,000. (415) 581-0766 leave message.	26-FT CHEOY LEE FRISCO FLYER SLOOP Fiberglass hull, teak decks, cabin, 10 hp Volvo diesel. New aluminum mast, boom. New stainless rigging. Pathfinder self-steering. Shipmate 2-burner kerosene stove with oven. Full boat cover, new boat cushions. Pineapple sails, Morrow depth-sounder. With a recent bottom job and lots of ground tackle, this Mexican veteran is ready to go again, or simply cruise the Bay in safety and style. Available with Berkeley berth. Price \$18,500. Call (408) 246-4696.	EXCALIBUR 26-FT New mast & standing rigging. New outboard. New mylar jib. Race equipped w/spinnaker. \$9,500. Call (415) 655-5048.
26-FT EXCALIBUR SLOOP Fun, sturdy daysailer, overnighter. Active one-design. 5 sails including 2 spinnakers, VHF, enclosed head plus sink, sleeps 5. Lots of boat for the money. \$8,950. Bob (415) 931-1910.	16-FT GREAT PELICAN Cuddy Cabin model with lines led aft, built 1974. Recent refit. Also includes late model Shoreline trailer. \$1,000 or best offer. Located in Ventura. Ask for Steve at (805) 649-4231.	FOR SALE Cal 20. Good condition, 2 jibs, Porta-Potti. Berkeley berth. \$4,500. Call (415) 420-6185 days; (415) 531-6472 eves.
REDUCED! Islander 37. Now \$38,000. Check this out before you spend more for less. Call for specs. (707) 833-2101.	16-FT GREAT PELICAN Cuddy Cabin model with lines led aft, built 1974. Recent refit. Also includes late model Shoreline trailer. \$1,000 or best offer. Located in Ventura. Ask for Steve at (805) 649-4231.	SANTANA 27 — \$11,900 B/O Fast Gary Mull designed sloop in excellent condition, nearly new 10 hp electric-start outboard, 3 jibs, depth, knots, pressure, full headroom, full galley, dinette/double berth, many other extras. (415) 856-9146.
26-FT THUNDERBIRD SLOOP Excellent first sailboat. Clean, well maintained, 4 sails, new Mercury 4.5 LS outboard, marine radio, depthsounder, knotmeter, ice box, dinette, etc. Sleeps 4. \$3,995. (408) 462-0369; 462-0437.	LIGHTNING CLASS 19-FT FG SLOOP NO. 13869 1984 Texas district champion. Many extras. Excellent condition, always dry sailed, race equipped. Two jibs, two spinnakers, main, etc. Must sacrifice. Asking \$7,500/OBO. Leave message (415) 523-3204.	SOLAR 419 As known outside U.S. Custom built by Solar Marine for present owner. Cruise equipped. All household furnishings. Plus, plus, plus complete at 2/3 of new boat price. Clarke Reynolds (415) 435-1525.
CAL 34 — \$29,900 9 bags of sails incl: 3 spinnakers, near new furling headsail & main. 10 Barent winches, new Atomic 4 (30 hrs.) Lectrasan head, depthsounder, VHF radio, Kenyon anemometer, compass, gimbal oven, bottom painted 1986. (415) 435-2777	PIER 39 SLIP FOR RENT 36-ft slip, upwind, prime location, short or long term. \$180/month. Tom Egan (617) 639-2547 (Mass.)	NORDIC FOLKBOAT One design sloop. All wood, full keel, good condition. Available to view at Pier 39, S.F. Priced for quick sale. Call days 441-1334.
CRUISING 28-FT SLOOP Wife said, "Me or the boat." I took the boat but must sacrifice to pay her off. Blg, capable, tough English f/g sloop., age 12, dsl, chain/windlass. \$16K, trade smaller, camper, auto, etc? Emeryville. Hurry. Jim (415) 865-8285.	30-FT KETCH Over half completed, heavily built, hard chine, partially planked, marine ply, with enough material to complete except masts and sails. Everything new. 16 hp Univ. dsl. prop, shaft, stove, sinks, lights, head, plywood, fastenings, etc., etc. Rigging w/lr. T-buckle, anchors, tanks, special heavy mast & boom fittings. All the hard part is done. Wife in nursing home. Must sell. \$17,000. (707) 964-5736, or write: Les Hayter, P.O. Box 652, Fort Bragg, CA 95437.	CATALINA 30 Excellent condition, fully equipped. Brand new engine. Asking price \$30,000 can be negotiable. Call for info and appointment to see boat. (415) 283-3837 ask for Judie.
'79 NOR'SEA 27 Excellent condition. Boom galleys, autopilot, complete boat cover, 4 sails, spray dodger, dinghy. Much extra gear. Plus E-Z Loader trailer & winch. Berkeley berth. \$39,900/offer. Documented. (707) 823-2724.	ERICSON 29 &/OR TIBURON CYC 40' BERTH Boat complete w/sails, inboard, galley, head, wheel, instruments, radio. Very clean. A nice dry Bay/Delta boat. 25K each/offers. 453-8106; 435-9384.	HUNTER 25 — 1981 Fixed keel, 9.9 Johnson electric start, cockpit control. Data Marine depth & knot/log. Polaris VHF, compass, shore power, 110%-150%. Easy Load trailer, twin axle, surge brakes. Exc. cond. Monterey Bay. \$18,500. (408) 375-3508.
REPOSSESSION Must sell. Best offer. Islander Excalibur sloop. 25-ft, 11-in. 1970 fiberglass. Berthed S.S.F. Oyster Point. 661-5598.	ERICSON 29 &/OR TIBURON CYC 40' BERTH Boat complete w/sails, inboard, galley, head, wheel, instruments, radio. Very clean. A nice dry Bay/Delta boat. 25K each/offers. 453-8106; 435-9384.	AVON LIFERAFT FOR SALE OR RENT 6-man, valise, E-pack, new 83/84, certified 10/85. (415) 931-4384.
ARIES 32 '74 cruising sloop, full keel, f/g hull, heavy const., new mast & rigging, LPU topsides, raised house, tons of teak below. Excellent condition. Large inventory. Sausalito berth. 36K. 332-8344.	50-FT GULFSTAR KETCH 1977 Liveaboard or world cruiser. 110 or engine driven refrig/freezer. Diesel cabin heater, wood sailing dinghy, many spare parts and extras. Well maintained. \$170K/offer. (415) 435-4339.	CAL 29 Racer/cruiser. Prev. season champion. Lots of extras. Hauled in April 86. Clean and ready to go. 6 sails. 8 winches. Depth, knot, VHF, twin compass, wind direction. Must sell. \$22M. Home 339-3369; work 622-2683.
ROUGHWATER 35 AFT CABIN TRAWLER Lehman 120, low hours, excellent condition. Hot & cold pressure water, shower, fridge/freezer. Excellent liveaboard. (415) 365-2077 or P.O. Box 205, San Carlos, CA 94070.	NOR'SEA 27 Trailerable world cruiser. Aft cabin, std. layout, tall rig, Yanmar 2 QM 15, E-Z Loader trailer, VHF, RDF, ds, autopilot, plus many other extras. One owner, little used. Excellent condition. \$39,500. (209) 293-7081.	DIVE GEAR SALE/TRADE 3 sets masks, flippers, regulators, tanks, backpacks, etc. Worth \$2,500+. Sell or trade all or part for \$1,000 or cruising gear like inflatable dinghy, EPIRB, Loran, etc. Call (415) 986-0580, leave message.
VENTURE 22 1977. Excellent condition. Pop-top, trailer, main, jib, genoa, 7 1/2 hp Chrysler o.b. Porta-Potti. Vallejo. (707) 643-3441.	1978 FISHER 30 KETCH Bristol condition. Extensively equipped. Recent trans-Atlantic crossing. 36 hp Volvo diesel, hull Awlgrippd 1985, teak & holly cabin sole, 7 sails including twin headsails, Avon dinghy, Avon liferaft, Autohelm 3000 autopilot, VHF, depthsounder, speedometer, hot & cold pressure water, shower, etc. A yacht of exceptional quality, designed and built to sail anywhere in comfort. \$51,500. Call (415) 332-7381 during business hours.	.75 OZ SPINNAKER WANTED For Islander 36, I-45', J-15'. Sail must be in good condition and reasonable. Tim, (415) 331-6234 message.
CAL 20 Race rigged, Sausalito berth, outboard. \$2,900/offer. (707) 795-2569 home; (415) 974-0425 office ask for Bernard.	1978 FISHER 30 KETCH Bristol condition. Extensively equipped. Recent trans-Atlantic crossing. 36 hp Volvo diesel, hull Awlgrippd 1985, teak & holly cabin sole, 7 sails including twin headsails, Avon dinghy, Avon liferaft, Autohelm 3000 autopilot, VHF, depthsounder, speedometer, hot & cold pressure water, shower, etc. A yacht of exceptional quality, designed and built to sail anywhere in comfort. \$51,500. Call (415) 332-7381 during business hours.	27-FT CATALINA Super condition, Atomic 4, autopilot, roller furling, main/jib, oversized rigging & self-tailing winches, knotmeter, windmeter, depth gauge, stove, compass, loaded. Lots more. Berth included, Coyote Pt. \$26,000. Eves 586-8689.
GENERAL MAINTENANCE Varnish Specialist, Fiberglass, etc. Upkeep programs tailored to your needs. Audre Beauchamp (408) 736-1637 (I cover the entire Bay Area)		SLEEPING AT SEA? Have us make cotton filled miladen mattresses shaped to fit your berths. Also sheets, comforters, curtains, foam cushions and folding beds. High-quality, reasonable prices. Please call (415) 752-7694 or visit GOLDEN NAGAS, 3103 Geary Blvd., San Francisco.
ATTENTION SMALL BOAT SKIPPERS Are you ready for the cruising scene? Lease my Morgan 32. She's well-fitted for day, weekend, weeks or longer — go in style out of Brisbane — you'll be surprized at the low cost. Let's talk. (408) 943-6324 days or (408) 267-8526 evenings.		SAVE \$\$\$ Charter a 32-ft Pearson 323 sailboat. \$100/day Monday thru Friday; \$125/day Sat., Sun., Holidays. Call Jim for details. Days (415) 852-5152; eves (408) 973-8557. Experienced skippers only!
WIND AND WAVE SCHOOLING — RENT ALL!!! Enjoy a beautiful day on the Bay on a 32-foot sloop. Sailing lessons, skippered rentals, bare-boat rentals & catered cruises. For more information call (707) 745-4271.		35-FT DEEP WATER BERTH In front of your 3-bedroom townhouse in Ballena Bay In Alameda. House overlooks water, with dining room, den, kitchen, 2 1/2 baths and double garage. Direct Bay access. Call Joanna at Agnew/Codiga at (415) 523-4000 or 523-8409.

'85 MONTGOMERY 17 High-quality Lapstrake fiberglass mini-cruiser. Exceptionally maintained, dark green hull, 4 berth, cockpit cushions, Porta-Potti, single-hand package, other options. Call pm's or weekends. (916) 888-0142.	"JUMP UP" Is a Columbia 22. A very nice Bay boat, safe, easy to sail and sturdy. Below there is enough room for that quiet evening anchored off Sausalito. VHF, awning, 2 anchors, stove, + + +. \$5,750. (415) 381-1240.	SALE/TRADE — ORIG. FORCE 50 HULL NO. 1 Classically beautiful wood boat. Exceptional sea-kindly design, spacious & elegant. Excel. cruiser/liveaboard. Can make great deal for right buyer. Let's discuss it. Dave Benson 392-4443; 235-5773.
ERICSON CRUISING 36 Cutter rig. Graceful traditional lines. Exc. cond. F/g construction. All wood int. Roller furling. Custom rigged main w/all lines in cockpit, easy to singlehand. Very seaworthy and comfortable. Fully loaded. \$69,500. (415) 587-7795 or (312) 664-7114.	SELLING PARTNERSHIP Cal 2-30, 1/3 share, S.F. Marina berth, custom rigging. Sleeps 6, lightly used, great Bay sailer. Kurt 986-8041 days; 339-2646 eves.	FEMALE CREW WANTED Would you like to sail to the Caribbean on a 37-ft trimaran? Ocean experience not required, enthusiasm a must. Share expenses. Leaving Los Angeles end of '86. Write: Bill, P.O. Box 6858, Torrance, CA 90504.
CATALINA 27 1978. One owner. Traditional int. Honda 10 hp o.b., dual batteries, knotmeter, compass, ds, autopilot, 2 sails: 150 & 90, singlehand & spinnaker rigging, safety & cruising equipment. Asking \$15,000. (415) 960-7337 days; (408) 738-0393 eves.	CRUISER LIVEABOARD 32-ft Allied Seawitch II fiberglass ketch, modified full keel, 4 cyl. Westerbeke diesel 1/2 gal hr. Propane 3-burner & oven, Marinetic shut-off, head with shower. H&C pressure water, VHF, RDF, windvane, hailer depth. Instrumentation, 6 bags (good condition), dinghy, 2 anchors, safety package. Battery charger converter. Lots of storage space. Boat is excellent sailer, clean & ready to go. Health reasons end a dream. San Diego berth available. \$57,000. (415) 453-4791.	SACRIFICE Distress sale. Deal of a lifetime. Brown 31' ventwind trimaran. Great cond. Roller furling, wheel steering, Tillermaster, windvane. Mortgage payment due. Must sell by 5/31. \$8,500/offer. (619) 223-2241. Don't kick yourself for missing this one.
BEAR NO. 41 23' wooden sloop. \$3,500. 2 mains, 2 jibs, good condition. Bottom job Dec. Many extras. S.R. berth. Gary at 459-3533 days; 453-4284 eves.		TRIMARAN Piver 25. New sails, hardware, new 4 hp Evinrude-west system. Sacrifice. (415) 381-8257; (415) 457-7421.
COLUMBIA 34 Classic lines with keel/centerboard makes this a great Bay and Delta boat. Excellent condition with roller furling, new Yanmar diesel and UK sails. \$34,500/offer. (415) 388-7464.	RANGER 23, 1974 Excellent condition, well equipped. Great race or cruise boat with active club. Has spinnaker, anchor, radio, stereo, 6 hp Evinrude, stove, depth gauge, knotmeter, compass, dinghy, stove. SSF slip available. \$10,500. John (415) 726-0173 eves.	PARKER 50S With mahogany deck, trim. Excellent cond. Complete with sails, spinnaker, trailer, quality rigging. \$2,900. (408) 730-0638.
LET'S MAKE A DEAL Ranger 23 The price is right. Call (415) 897-8679, leave message.	COLUMBIA 22 Black hull, 7.5 Honda, bow & stern rails, custom cushions, heavy anchor gear, new flasher w/chute scoop, head, sink, Primus stove, kero & elec. lights, compasses, good cruiser. \$5,200/offer. (408) 462-6361 eves. till 9.	NEW LECTRA/SAN FOR SALE \$200 New, in box/complete Lectra/San waste treatment unit. Pier 39, slip F-19. (415) 421-0954.
ZODIAC INFLATABLE AND GEAR New 9-ft rigid transom Zodiac w/all accessories: \$390. 2 Meissner #16 winches, new: \$90 each. 1 new "handy-lok" turnbuckle: \$50, 2 used: \$40/pair. Want used Bruce anchors, autopilot. Jim 321-0100 after 6 p.m.	NOR'SEA 27 Exc. cond. Exp. ocean cruiser. Fully equipt for cruising incl: sails, dodger, Monitor windvane, Tillermaster, anchors & rode, compass, barometer, VHF, ds, EPIRB, Yanmar SB8, kero stove/oven. Trailerable. \$36,900. (415) 236-7116.	'79 J/24 Sailed fresh water only, 7 sails, depth and knotmeter, safety equipment, yellow hull, LP mast and boom, new headfoil, no trailer. \$12,500. (916) 355-3080 days; (916) 481-2571 eves.
BRISTOL 32 KETCH Cruise equipped with autopilot, SatNav, propane stove/oven, dinghy, VHF, full keel. Make offer. (415) 328-3820 (msg for appointment) or (415) 593-9644 or (907) 272-5830 eves. Boat in Redwood City.	78 LANCER 28 10 hp Honda, adj backstay, vang, km, compass, spinnaker, 180, jib, Kenyon stove w/oven, stereo cass, sleeps 6, Trailrite trailer, excellent condition. Santa Cruz sublet available. \$17,900. (408) 335-4156.	DIESEL ENGINE PACKAGE SABB 2H, 18 hp (at the prop) including controllable pitch prop, shaft, controls, instruments & spares. 600 hours, of which 450 in fresh water. Moves 12 ton scilboat 6.25 kts on .9 gph. \$2,200. (619) 259-1480.
SANTANA 22 1967. Hull No. 214. New paint top/bottom, new mast, h.d. rigging, new genoa, depthfinder, compass, 6 hp Johnson, extra sails, Berkeley berth. Excellent condition. Half or full interest, partner moving. \$6,000/offer. (415) 799-7498 eves.	RANGER 33 — MORE BOAT FOR YOUR DOLLAR Highly regarded Gary Mull design. Fast, safe, seaworthy, rigged for singlehanding or racing. Deluxe interior, bigger than most 38'ers. Every creature comfort, hot water shower, oil furnace, stereo, oven, dodger, telephone at dock, wheel, roller furling, hydr. backstay, bow-mounted CQR-35, windlass, MOB, depth, ws, wp, log, km, VHF, RDF, 2 batts/chgr, shore power, dinghy, lg. compass, masthead tri-lights, preventer, 3-blade prop, beefed up rigging. \$40,000. Don Norwood (408) 735-8511 eves; (408) 756-9022 days.	SANTANA 22 SAILS 1985 Pineapples: class lapper & main (one set reef points). Almost new! Phone (619) 753-1847 Jacqueline (owner), or Bobbi & Aldo at (415) 751-8529; message at (415) 433-4427. Asking \$800.
PEARSON 30 '78. Freshwater berthed. Can include slip in Delta. Fully equipped, very good condition. \$25,000 or good offer. Career change forces sale. Eves. (916) 678-1372.		BALBOA 26 Swing keel, new Honda and bottom paint. Club jib, genoa, refurbished interior, boarding ladder, dinette, settee, v-bunks, galley, lavatory, Porta-Potti, km, VHF, tandem trailer, clean. \$12,500. (209) 368-9622.
1981 J/24 Immaculate, race rigged, cruise ready. Radio, outboard, set of 6 sails. New "offshore" bottom paint. Clean. Berkeley berth. This is a great day boat, weekender & a fast racer. \$12,000/OBO. (415) 946-0891.	1 971 CORONADO 25 9.9 hp outboard, VHF radio, galley, enclosed head, 85/110/150 headsails. New: Sutter battenless cruising main, bottom paint. Safe, stable fiberglass Bay & Delta cruiser. Vallejo berth. \$8,050 firm. (916) 444-9116 eves.	BEAR BOAT BANDERSNATCH Well equipped and ready for Bay cruising or racing. In excellent condition and worth the price. \$3,900. Richmond berth. Call Tom Shove (916) 888-1236.
OUTBOARDS GALORE Mariner 8.8 hp, two fuel tanks, just completed 25 hour service: \$750/offer. Seagull 5 hp, aux. fuel tank, less than 10 hours: \$350/offer. (408) 395-1993.	CAL "T" 24 — 1973 Freshwater Lake Tahoe boat. 7½ hp Honda, head, stove, sink. Neat & clean. \$10,500. Jack (702) 882-9114.	CATALINA 22 Great Bay boat, fixed keel, Honda 7½ o.b., North sails, Sausalito berthed. \$5,000/best offer. Call (415) 332-4645.
SANTA BARBARA CHANNEL ISLANDS Join John and Randi Sanger aboard their Valiant 40 Grebe — back from travels in Mexico and Hawaii. Eighth season of instructional/vacation cruises — 3, 4, 5 and 7 day. Brochure: EDUCATIONAL CRUISING, P.O. Box 1165, Santa Barbara, CA 93102. (805) 967-4700		G and G BOAT MAINTENANCE Professional, fast and efficient. Painting. Varnish. Oil. Caulking. Buff and Polish. Individual Maintenance Programs. Competitive rates — estimates and hourly. Call mornings or evenings. Cheryl Gostisha (415) 465-8439; Sheryl Goodhue (707) 257-1285.
TRANSPAC SCHOOL Alliance Yacht Charters is offering lessons on ocean racing/cruising. Celestial navigation, weather, spinnaker, self-steering and safety. Passage Kauai to S.F. on C&C 38 in July. Instruction by Peter Clutterbuck (ASA Instructor). Gourmet cooking. 383-3756.		SAIL THE BAY Rent our 33-ft Pearson Vanguard by the day. \$100/day. Includes one crew member. Call Montalvan Enterprises, eves. (415) 587-0475.
BOAT LETTERING PINTAIL GRAPHICS 332 • 9100 		CLASSIC BOAT OWNERS Custom restoration work on your yacht. Marine cabinet work, new hatches, skylights, window frames, made to your specifications. 25 years experience. Jens Hansen (415) 591-6443.

ERICSON 30 Well equipped, bristol condition. \$25,000. 325-5400.	KIWI CRUISER Raven 26, New Zealand built '82. Successful 10,000 mile voyage N.Z. to S.F. via Canada in '85. Fully equipped pocket yacht: Navik windvane, Yanmar diesel, full safety gear, standing headroom. \$21,600 and groceries will see you out the Gate! Call Richard or Cori, (415) 331-2036 and leave your number.	RFD OCEAN LIFERAFT 4-man Sesava Mfg. England canopy model, CO2 cart, packed in sealed valise 36"x12"x12". New '84. Never used & DON EPIRB, 250 MI range, excellent value: \$1,000. (415) 435-0605.
INTERNATIONAL FOLKBOAT 26-FT Fiberglass, sleeps 4, new main and jib. Great Bay boat, must sell. \$11,000/best offer. Call (415) 981-2848.		RANGER 23-FT Bristol, custom interior, race ready, standard rig 3/4 oz & 1 1/2 oz. spinnaker, 2 genoas, VHF, fatho, tape deck. Out of state owner anxious! Asking \$12,500. Call Peter (415) 331-3484.
PIER 39 36-FOOT SLIP Great location, B dock, phone, electricity, parking, showers, laundry, security. \$40,000 value, just \$27,000. Financing available. (415) 981-2848.	1981 CATALINA 30 Busy work schedule forces sale of this much loved Catalina. Very clean w/many extras incl: dodger, forced air heating, refrig., Loran C, VHF, cruising spin., 90, wheel steering. Call for details. Price negotiable. Brent (415) 685-4424; 228-8470.	ERICSON 27 1972 sloop in beautiful condition. Atomic 4 tiller steering, new standing rigging in '85. New mainsail in '85, new mainsail cover in '85. New VHF in '85. Depth, working jib, genoa, lifelines, rigged to singlehand. Excellent Bay boat with lots of extras. \$21,950/offer. 892-9421.
S.F. MARINA GREEN BERTH '74 Newport 30' PHII. Race ready, pro faired bottom w/micron 33. Lots of sails, super price with berth. Asking \$27,900/B.O. Days 421-1070; eves. 924-1986.	FOR SALE 75-ft steel ketch. Built 1962 in Holland. Presently in midst of rebuilding. \$450,000 spent thus far. Extensive equipment and gear included. Project needs completion. By owner. Offers. For details: (415) 956-5559; (415) 332-0561.	
WINDSURFERS PRICED TO SELL Beautiful, clean epoxied "Woodwind" speed board. 12'4" w/elliptical centerboard, straps, battened 63 sq. ft. mylar sail. Covers for both. A steal at \$1,300. Windsurfer comp w/58 sq. ft. mylar & ft straps. Both good cond. \$550. Mark (415) 332-3780.	J/35 1983 RACER/CRUISER — \$72,000 Midnight blue, meticulously maintained. Yanmar diesel, full electronics, Signet 1000/1500, Horizon, VHF, Harken hyd. backstay & Jemini headstay. Rod rigging, like new North sails (roller furl avail). Teak cruising interior. (415) 332-8388.	\$9K TAX DEDUCTABLE EQUITY Equity-share or buy my nice detached town home for \$10K down plus a nice 23'-36' full keel cruiser that sails well. Int. Folkboat or master mariners. 540-6345, ext. 113.
CATALINA 27 Popular Bay cruiser, well maintained and ready to sail. VHF, ds, 110/12 volt o.b., dinette interior. \$11,000. 332-8399.	FREEFORM 45 GARDEN DESIGN Fiberglass hull, 101 hp Detroit diesel. Center cockpit, teak decks and interior, spacious aft stateroom, new rig & sails, new winches, all new electrical, plumbing and force air heating system. Rigged perfectly for liveaboard or cruising in classic elegance and comfort. \$139,500/offer. Full specs. Call (415) 332-6120.	SANTANA 22 New s/s rigging and s/s keelbolts. Lots of sails including spinnaker, drifter and blooper. Race or cruise equipped. 6 hp o.b. Trailer or berth. \$6,000. (415) 759-5363.
23-FT ERICSON 5 sails, knotmeter, compass, 2 anchors, depthfinder. Lewmar winches and more. Excellent Sausalito berth, Clipper Yacht Basin #1. Asking \$6,000. Anytime 388-8883.		PEARSON 33 Sail-away condition. Launched 1970. New engine, rigging & sails. Have all records since 1974. Will consider all creative offers. \$33,500. (415) 459-3268 aft 6 p.m.
'63 T-BIRD SLOOP No. 280. Built in Japan. Mahogany over oak, new main, 3 headsails plus a spinnaker with pole, Honda 7.5 depthsounder w/alarm, new VHF. Recently hauled. Must see. \$9,000/offers. (415) 653-0681.	VOLVO DIESEL MD-1B 10 hp. New (never installed or used), with accessories. \$1,750. Call (415) 459-6520.	1971 CORONADO 30 Well equipped, in good condition w/Atomic 4, pedestal steering, roller furling jib, spinnaker & gear, Barlow's 2ea 24's, 4ea 20's, VHF, depth & much more. Great Bay & Delta boat. Asking \$17,900/OBO. (415) 724-4314.
WATERMAKER AND MARINEFAX HRO Standard, 12 gal/hr, multicomponent, engine drive: \$1,000/offer; Alden IV Marinefax, like new: \$1,500/offer. (408) 305-1993.	NOW WE GO TO THE ZOO! New baby prompts sale of beautiful 28' Swedish sloop. P-28 built Hallbergs yard 1959. Mahogany cabin, spruce spars. 4 berths, galley, head, 3 sails, Atomic 4 i.b. Full cover. Bay & Delta cruiser in excellent shape. \$11,500. (415) 454-6112.	CAL 25 Sausalito berth. Main and 150 genoa are by North Sails. Includes a mule and a working jib. Well rigged and has a 6 hp Johnson. \$7,500 firm. Phone (415) 331-0393 eves.
LOVE AT FIRST SIGHT For beauty, lively sailing, most boat for the money, discover this quality-built, easy handling, well-maintained, classic champ. 43-ft sloop. Sacrifice. \$26K. (415) 435-1791.	CLEAN CAL 28 Recent haul, survey, bottom paint, Yanmar dsl, VHF, depthfinder, km, compass, stove, head, 2 anchors, inflat. dinghy, 3 headsails, 2 mains. Very large cockpit. Sausalito berth. \$16,500. Contact: Tim Whitney (415) 331-3370; Fred Hodgson (415) 661-1103.	SANTA CRUZ 27 Five jibs, spinnaker, Combi instruments, 4 hp Evinrude, VHF, trailer, very clean boat. O.W.C. \$16,500. (415) 524-8843.
CRUISING OPPORTUNITY Aboard well-equipped 64-ft Herreshoff ketch Jean de Luz. Presently in Mexico enroute to Venezuela via Costa Rica and Panama. Share expenses (\$40/day or much less depending on your skills & length of commitment). Merlyn (415) 331-1282.	CAL 27 '71 Pop-top (6'6") standing w/top up & high performance sailing w/top down). Go fast equipment incl: lt-wt i.b., folding Martec prop, new mainsail & cover, 4 North headsails & spinnaker, dual racing compasses, Signet km, 2 Barient 2-speed 21's & 4-10H's, adj. backstay, vang, mid-boom traveler & cunningham, bow pulpit & lifelines. Beautiful mahog. int., 5 berths, VHF & battery charger. Scenic Coyote Pt. Marina end-tie w/phone. A well maintained boat reduced \$3,000. Now \$13,000. Bill (415) 726-4084 work.	KETTENBERG 40 If you want a good, reliable and well-built boat, then consider this one. This boat is outfitted for cruising and definitely worth one. Low price. \$34,000. Derek 485-6776.
CLASSIC LAPWORTH Cal 29, 1973. 7 winches, class lapper, 150%, 170%, spinnaker, VHF, CNG stove/oven, new rebuilt Atomic 4 & s/s muffler, traditional red & teak interior, ds, km, compass. Very clean. \$25,000/OBO. Call (415) 944-9555.		TRAILER Heavily built single axel (nice to back up). Electric brakes, suitable for Dragon, Knarr, Folkboat, etc. Current registration. \$650 or offers. (415) 459-0388.
CHART PORTFOLIO SERVICES Chart Reproductions & Cruising Guides, covering entire Pacific Coast thru Panama, Caribbean, French Polynesia, Hawaii, New Zealand, etc. Guaranteed satisfaction for 1/5 original cost! Sample chart \$2, free Portfolio Index. Bankcards welcome. MAHINA CRUISING SERVICES, Box 800-L, Friday Harbor, WA 98250. (206) 378-2393.		PATHFINDER SELF-STEERING VANES Buy Direct From Manufacturer "Successfully Used for Years" Call Bill Paulson: 453-8722 454-9285 Western Sales Mfg. Co., San Rafael, CA
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 BOAT LETTERING BEAUTIFUL, LONG LASTING & REASONABLY PRICED CALL FOR OUR CONVENIENT ORDER FORM (415) 552-2441		MULTI-CAL COMPASS ADJUSTING Magneuto™ System Exclusively 1. Boat Remains in Berth. 2. Owner's Presence Not Necessary. 3. Eliminate Deviation. Dick Loomis (415) 453-3923 days or eves.

RANGER 29 Great Gary Mull design just moved from Lake Michigan fresh water, loaded with 15 sails, Atomic 4 i.b., autopilot, VHF, full electronics. White hull, red boot. Good condition throughout. Best buy on the Bay. Jim Schrager 893-9196, leave message.	FOR SALE — MOORE 24 This boat is a winner! Buy any other ULD8 and you've paid too much. Priced to sell now! (415) 435-6255.	ISLANDER 21 Must sell beautiful 8ay boat, top condition. Fixed keel, North sails, new standing rigging, new teak wood trim, 4.5 hp Evinrude o.b., anchor, Porta-potti, safety equipment, extras, new hull professional paint job. \$3,950 a steal! Steve, eves (415) 681-9964.
ISLANDER 30 Must sell immediately! 1979 I30, great for cruising S.F. Bay. 5 sails, dodger, am/fm stereo, hot water, shower, & much more. All reasonable offers will be considered. Don Miller (408) 732-8770 work; Walter Boisvert (408) 266-3253 home.	STEAL THIS BOAT FOR \$12,990 — OLSON 25 New boat. Full factory warranty. Never launched. Join the fastest growing one design fleet in Northern California, or race in new MORC fleet. Fast and fun, but also a great family cruiser. Deluxe interior with queensize V-berth, galley, twin iceboxes. Comfortable cruising interior for two couples. Double spreader, tapered spar, internal halyards. Harken blocks and traveler. Barient winches. Waterline stripe (red) with pin stripe (gray). Lifting eye for hoist or ramp launch with trailer winch. Call David Henderson at (602) 257-8777; or (415) 331-7296 (leave message).	HANS CHRISTIAN 38-FT MKII SAILBOAT Fast heavy weather cruiser. Bristol cond. Rathon VHF & Loran. Impulse fatho. (960'). Datamarine wind/spd/log system. CQRs (45#-60#). Dodger. Cust. cockpit rail. Wdbrnng frplc. 4 sails. Whisker pole. 50 hp dsl. \$119,500 (415) 757-3206; 757-3510.
PIER 39 Berth for sale. Prime marina location. 36-ft. Call Doug Gooding, days 397-6700.		CATALINA 25 1977 Swing keel, Pop-top. E-Z Loader trailer, 10 hp Honda o.b. (2 years old). VHF, compass, stereo, cockpit cushions. New main & main cover, new battery. 2 jibs, lines lead aft. \$15,500. (415) 363-0382 leave message.
1984 CATALINA TALL RIG Custom features & rigging. Mint condition. Inland sailed. Trailer, custom int., dodger, o.b., dual batteries, 2 spds. Custom sails w/spinnaker. Must see to believe. Days (209) 298-4933; eves. (209) 435-7737.	"JEWEL" 1985 14-ft New York Whitehall. Beautifully custom crafted of Rowing Crafter Fiberglass hull, and exotic woods and brass. This boat is unique. Includes 2 sets of oars, much gear plus Honda o.b. \$2,850. Ron or Deb, home 668-3530; work 589-9788.	ARIES 32 Excellent condition. Asking \$35,000. Evenings (415) 454-3325.
\$12,000 SANTA CRUZ 27 1974 hull, Guava. Trailer sailed, excellent condition. Race/cruise. VHF, trailer, 6 sails. Very clean & well maintained. (415) 924-8421 eves. or (408) 423-9902 eves. See in Santa Cruz.	WORLD CRUISER Custom over-built Islander 37 f/g sloop. Absolutely gorgeous & ready to go anywhere. Equipt w/radar, SSB, Loran, VHF, RDF, liferaft, Avon w/o.b., RVG windvane, ap, 2 fathometers, 4 bilge pumps, 3 compasses, 2 electric 24v windlasses, 4 anchors, 400' high tensile chain, 7 sails, 2 sun awnings, new Yanmar diesel w/less than 200 hrs, 24v & 110v generators, 12v & 24v battery chargers, 12v-110v power inverter, microwave, wood-burning stove, shower w/fresh/salt hot water, built-in vacuum, complete Hoopa diving system w/back-up compressor, Tamaya sextant, dodger, boom gallows, oversize rigging thru-out, running back stays, Airex, etc. Recently upgraded & absolutely bristol! Giving it away at \$59,500. Trades considered. (805) 995-3564. Hurry — won't last long!	FORCE 5 Great small boat for Bay and lakes. Very underrated. Race S8RA. Big enough for 2, easy enough for 1. Sound hull, good boards. Excellent trailer. \$1,300. Noel (408) 749-1480 hm; (408) 735-3750 work.
U.S. 25 — MADE BY BAYLINER 1982 sailboat, excellent condition, sleeps 5, 7 1/2 hp Honda with generator, enclosed head, teak interior, ready to sail! Berthed at Emeryville Marina. Take a look! Owner anxious to sell. \$9,950/8.O. Call 254-9059 eves.		CATALINA 27 This is the boat you've been looking for! Expertly maintained, well-equip, new sails, rigging, interior, exc. cond. A pleasure to own & sail. Priced below appraisal. \$16,500. Sausalito berth. Call now, let's deal. Dave 383-7537.
CAL 20 Good condition. New sails, new motor, new rigging. Upwind Berkeley berth. \$4,500. Bill 284-4871 or John 524-1532.		22-FT PEARSON SLOOP Fiberglass. Built solid. Fun to sail. Great weekend Bay boat. Standing rigging & keelbolts replaced. 5 hp outboard. Berkeley upwind berth. I am ready to sell it. \$3,500 or best offer. Call Steve nights & weekends, (415) 357-8297.
COLUMBIA 29 Race, cruise, liveaboard. Recent survey shows above average condition. All found. \$21,600. By owner. (415) 769-8350.	GULF 32 1980. Sloop. Pilothouse & full keel provides roomy & light interior. Sails well, excellent liveaboard. Bottom recently epoxied. Teak interior, 32 hp diesel, VHF, fthmtr, km, stereo, excellent condition. \$55,000. (415) 845-5212 leave message.	MAN OVERBOARD POLE Jim Buoy model 900. Approx. 18' with strobe. \$150. Albin used but good 12 hp i.b. gas engine with manual. \$500. Also used but good Ericson 30' sloop. \$25,000. Harry (415) 367-0660.
1969 23-FT ERICSON Great condition. Perfect 8ay/Delta sailboat. Sleeps 4. Has 6 hp outboard, Porta-Potti, depthfinder, sink, icebox. 1985 survey & bottom paint. Survey value \$7,850. Am desperate. Will sacrifice at \$5,000 firm. Scott (415) 665-5553 days.	LET'S TRADE!!! My 34-ft Hans Christian cutter-rigged sailboat for your 27-30' Cal, Islander, Ericson, etc. My boat is the perfect 8ay or ocean boat, or an excellent liveaboard. Diesel, fatho., VHF, km, genoa & drifter, propane stove & oven, windvane, dodger, heater, all teak down below. We lived on her for 8 months while cruising so we know she's safe and comfortable. We'll consider cash, your boat and a note totalling \$67,000. Call (415) 236-5215.	U.S. 75 NORDIC FOLKBOAT, 25-FT Excellent condition. Full boat cover, ready to race. Topsides painted 1 yr. ago with LPU. A great boat for the 8ay & a very active class. A steal at \$6,000. Got new Folkboat. Must sell. Eric, home (415) 775-5154; work (415) 433-3547.
BAREBOAT WANTED San Juan/British Columbia. 32'-up, Aug-Sept, 4-6 weeks (flexible). Experienced skipper, So. Cal & Virgins. What do you have? Tom Bazley, P.O. Box 644, Orange, CA 92666.		S.S.B. TRANSCEIVER Intech Mariner model 2500 XCVR and model 1605 Antenna Coupler. Cost \$3,500. Sell for \$1,600 or best offer. Call John (707) 552-4108.
1980 CAL 39 Must sell! \$100,000 boat will be sacrificed for \$60,000 or best offer over and above. Contact Angel at (408) 288-6363.	STEAL THIS YACHT!!! 46-ft Ericson, fast and elegant cruiser/liveaboard. Every imaginable amenity on board this gorgeous boat. 4 kw generator; 200 gallon R.O. watermaker, SatNav, color radar, Nilson electric windlass, 3-blade feathering max-prop, refrigeration/freezer, microwave, Zodiac w/outboard, 17 bags including cruising spinners w/dowders, and 5 pages more of the finest inventory available. Over 150K invested; conservative 130K appraisal. Asking 110K however family illness forces immediate sale. First offer at or near 99K steals Beyond. Dave (714) 241-9681.	BEAUTIFUL 28'4" RHODES FIBERGLASS SLOOP In Hawaiian slip. Will deliver. Completely cruise equipped. Diesel. Very strong, fast. In like-new condition. Very eagerly for sale. Call for pictures and inventory list. Asking \$25,000/offer. (707) 938-5562.
COMPLETE MULTIHULL RIG 36-ft mast, boom, spinnaker pole, headfoil, standing rigging, chainplates, halyards, sheets, fully battened main, 5 headsails, 2 spinnakers, sailcover, plus many other parts. Must sell. Make offer. Call 824-4043 after 5 p.m.		SAN JUAN 7.7 (26') 1979 sloop, 5 sails, VHF, compass, depthsounder, knotmeter, 6 hp outboard, galley. Reduced to sell. \$15,500. Call (415) 284-7617.
RICK'S BOTTOM SERVICE One time or monthly, in the water hull cleaning & inspection. NAUI certified diver. Reasonable rates. Call Rick Davies at (415) 332-8365 message; (707) 938-3559 evenings.		EAST BAY SAIL CLEANING — ONE WEEK REPAIRS (415) 523-9011 BOGART & GORING SAILMAKERS 647 Pacific Avenue Alameda, California 94501 (415) 523-9011
CRUISE CHANNEL ISLANDS A weekend or a week. Everything furnished. Well-found cutter. Bowers Charter and Development Co. (805) 644-4927.		CULLEN MARITIME SERVICES, INC. MARINE SURVEYORS — APPRAISERS — CONSULTING ENGINEERS COMMERCIAL AND PLEASURE Members National Association of Marine Surveyors Since 1975 2480 Fifth St., Berkeley, CA 94710 Telephone (415) 849-3041 / Telex: 34395 CMS INC BERK
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RHOODES 29 Hull in excellent shape, including all original bronze fittings. Missing mast, boom, rigging & rudder. Has rugged trailer in very good condition. Needs cosmetic restoration. \$750. Tom Shove (916) 888-1236.	30-FT COLUMBIA 1972. Refitted '84. Atomic 4, AC/DC refer, Loran, VHF, depth, speedo, log, tri-color w/strobe, spin, 150, 110, 30-headsails, folding prop, davits, inflatable, class IV head, shower, stove & oven, etc. I lived aboard her for 4 years & singlehanded her to Avalon & back. She's great offshore, well-behaved in the Bay. \$25,000. (415) 459-8630; 820-2000 ext. 532 Nick. She's at a Tiburon liveaboard slip.	INTERNATIONAL 14 14' sailboat, comes complete and ready for summer. Includes: main, 2 jibs, spinnaker, trapeze and trailer. Need to sell. First \$1,200 takes it all. Call (415) 932-0414 anytime except mornings. 24-FT YANKEE DOOLPHIN Finest sailing pocket cruiser. Classic 1968 Sparkman & Stephens design, full keel w/centerboard. Teak trim w/mahog. int. Pac. vet. Exc. instrs. & sails. Johnson o.b. w/charging sys. \$12,500/B.O. Days (408) 251-8819; eves. (408) 448-4210
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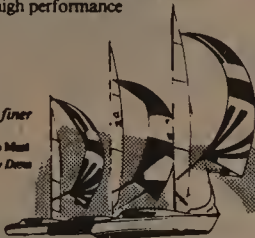
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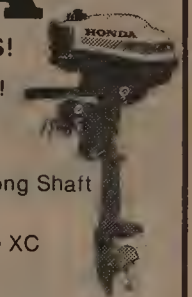
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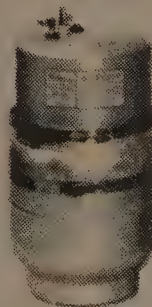
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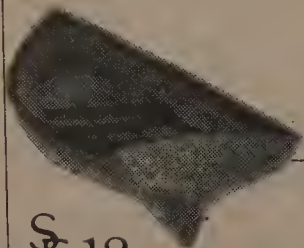
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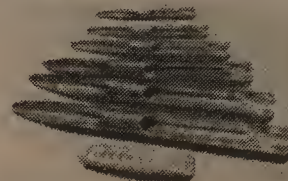
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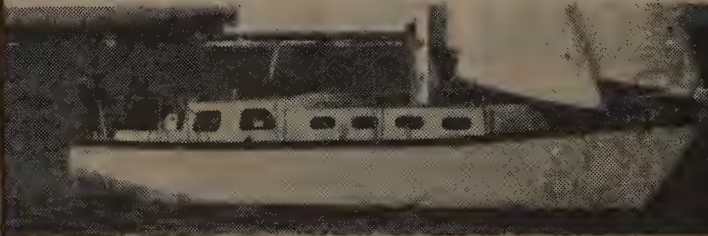
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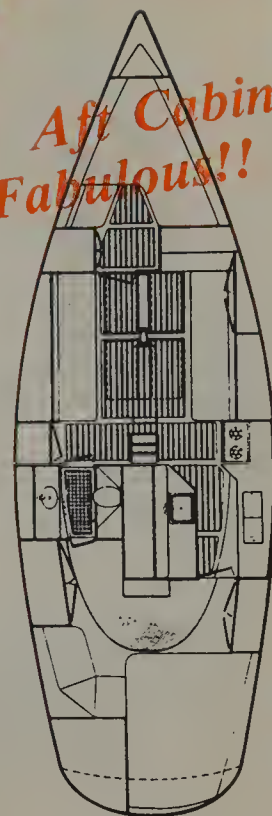
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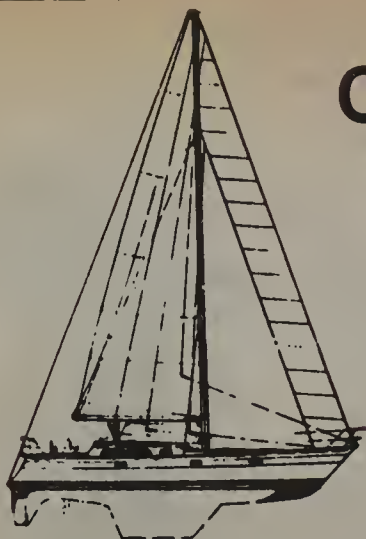
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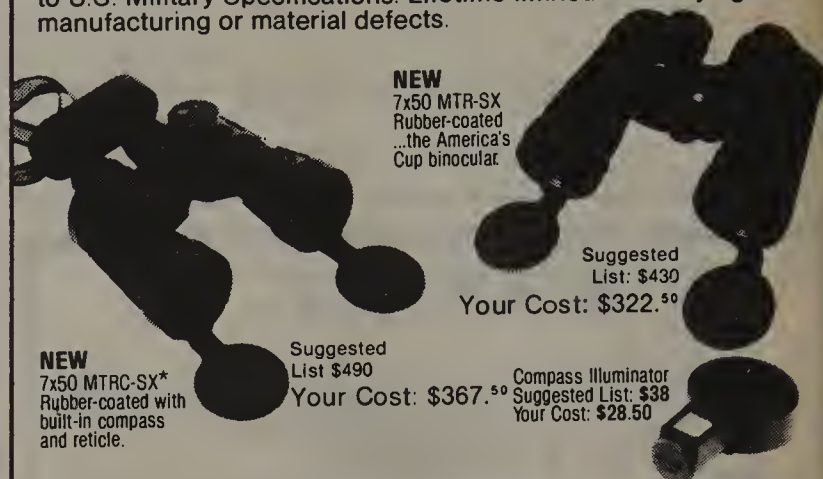
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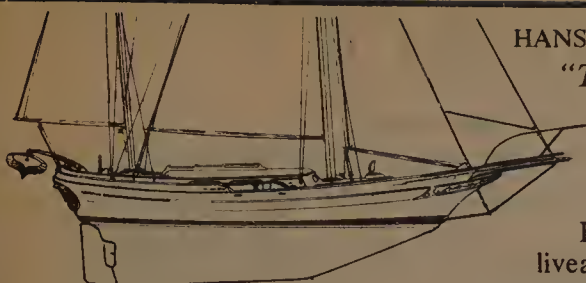
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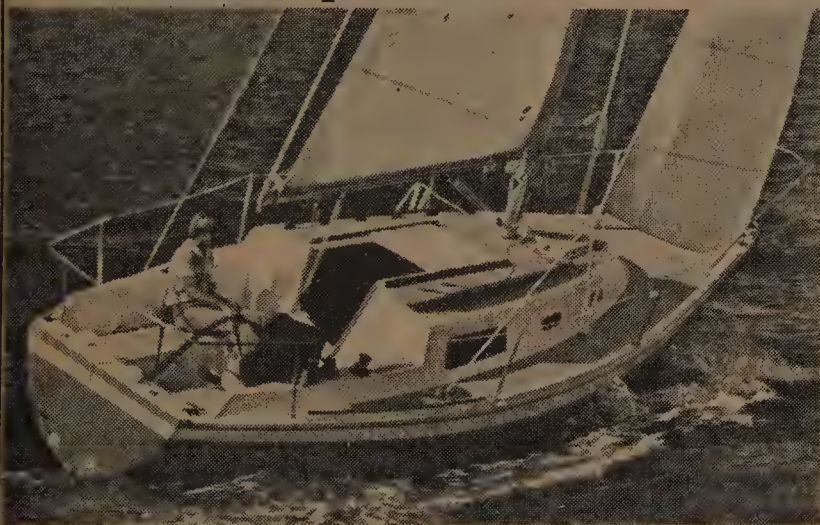
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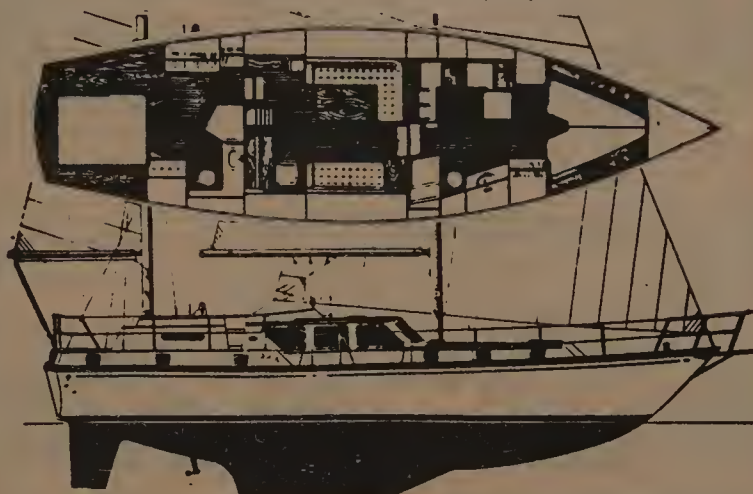
(916) 243-5151 (Tuesday-Friday)

GULFSTAR 47 SAILMASTER

SPECIFICATIONS

L.O.A. 47'5"
L.W.L. 40'6"
Beam 13'10"
Draft 5'6"

Height of mast
above wtrline 54'5"
Displ 38,000 lbs
Ballast (lead) 10,500 lbs
Sail Area (sloop)
(ketch) 873 sq ft
923 sq ft
Fresh wtr capacity 350 gal*
Fuel capacity 195 gal*
*Useable capacities will be
slightly less than measured
capacity.



FACTORY OPTIONS:

Anchor platform
with extended
bow rail
12V anchor windlass
Microwave oven
Ketch rig
Teak rubrail
with stainless
steel striker
"Y" valves
Insulated storage bin
in galley
Wire for stereo only
7.5 KW generator
Marine reverse cycle
air conditioning
Pair Bariant
#32 stainless steel
primary winches
Hood genoa furling
system
Salon wet bar
Varnished teak sole
Electric flush toilets
V-berth filler
Pedestal brake
Engine hour meter
Generator hour
meter
Transom swim
ladder —
centerline
Extra house battery
Teak shower grates
Dockside water
Mainsail w/2 reefs —
sailcloth 7.25 oz
Mizzen sail w/1 reef
140% roller
furling genoa
Main & mizzen cover

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ESZ 4000
Loran C — Navidyne
ESZ 7000
Autopilot — wood
Freeman Mdl 500
Single Sideband —
Stephens 112
VHF —
Motorola 55/75
Depthsounder —
DataMarine Mdl
2700 w/remote
Instruments —
B&G System 190
w/remote & SatNav
interface
Radar — Wesmar
OMNI color 32 Mi
Stereo — AIWA
12V/110
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system — 3 pair
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1 pair outside
Hailer —
Standard C-75,
TV — Hitachi
portable w/dual
outlet plugs &
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for dishes
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Blinn & Young
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& rope, ACR
strobe, standard
horseshoe ring;
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finder (RDF)
— Aptel
Gas mike (for Hailer)
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all electronics
Five custom
cockpit cushions
(flotation type)
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system with
accumulator tank
& 1/4 hp Paragon
pump — PA 1500
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discharge when
at sea
Drive shaft
isolation dampner
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rubber boat
Custom teak
rail mount

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- 47' Gulfstar, ketch rig, lrg aft cabin, beautiful teak interior, nice liveaboard\$165,000
 46' Morgan ketch, 1979, cruising veteran, SatNav, radar, Loran, etc. Like new condition Asking \$135,000
 45' Brewer, 1978, dsl, ctr ckpt ketch, teak interior\$110,000
 45' IOR Cstm, '81, gorgeous interior, quality hardware . \$140,000
 42' Vagabond, '80, ctr ckpt, aft cabin, motivated seller... \$78,000
 40' Panda, '82, cutter, superb craftsmanship, well founded (2 pg equipment list) Asking \$157,000
 40' C&C, 1981, 13 bags sails & 2 pages equip \$110,000
 36' Islander, '74, exclnt cond, never raced. Owner anxious \$54,500
 36' Islander Freeport, 1982, like new Take over payments
 32' Westsail, 1974, factory built, cherry \$49,500
 32' Aries, 1982, Westerbeke diesel, aluminum spar, well-outfitted, good buy. Asking \$45,000
 30' Herreshoff Bermuda ketch, new aluminum spars & sails (11 bags), teak hull, perfect condition \$27,650
 30' Pearson, 1977, Atomic 4, showroom fresh \$29,500
 30' Fisher Motorsailer, '75, dsl, furling jib, new paint, very clean \$59,500
 28' Islander, Volvo dsl, self-tail winches, v. clean \$31,500
 27' Orion, Pacific Sea Craft quality, full keel \$41,000

POWER

- 65' Romsdal Trawler, tw GMC dsls, rec. refit\$320,000
 42' Grand Banks, 1972, Ford dsls, generator, just hauled, owner anxious \$92,500
 36' Grand Banks, 1971, twin Fords, generator, AwlGrip paint Asking \$69,500
 32' Grand Banks, 1968, Ford diesel, generator, loaded with electronics, all new inside & out \$49,500

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The Aries 32 is a fiberglass version of a wooden classic. The traditional style round bottom, double ended hull is constructed of rugged, hand-laid fiberglass.

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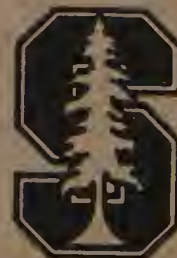
40'	Block Island	\$55,000
32'	Columbia Sabre	7,000
26'	Soling and Trailer	1969 2,200
23'	Thunderbird and Trailer (pwr)	1979 15,000
47'	Garden Ketch	1967 99,000
47'	Stevens	1960 65,000
37'	Souter/Owens	1970 65,000
35'	Ericson	1968 30,000
34'	European Cruising Boat	1947 12,000
30'	Columbia	1973 22,000
30'	Sea Ray	1977 34,000

For More Information Please Contact:

Michael Donovan, (415) 723-2811

Marine Development Office

375 Santa Teresa, Stanford University,
Stanford, California 94305

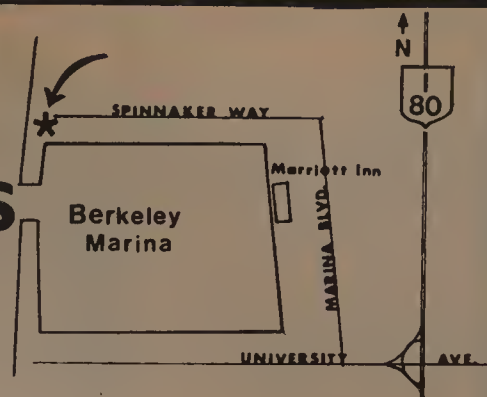




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28' CHEOY LEE, 1976. A classic design. Fiber-glass, whl, dsl; *make an offer*. Asking \$33,000.



52' COLUMBIA Sloop, 1972. Proven world cruiser/racer, in great shape & loaded. Asking \$150,000.



33' HUNTER Sloop, 1979. Full electronics, a great cruiser/liveboard. Asking \$43,900. *sistership*



41' ISLANDER Freeport, '78. Center cockpit, aft cabin, complete cruiser, comfortable liveboard. Asking \$125,000.



37' ISLANDER Pilothouse, 1971. Two stations, diesel (low hours), beautifully maintained. Asking \$56,000.



40' CHALLENGER, 1974. Superb cruising/liveboard, full electronics; classic lines on an immaculate yacht. *Any reasonable offer considered.*



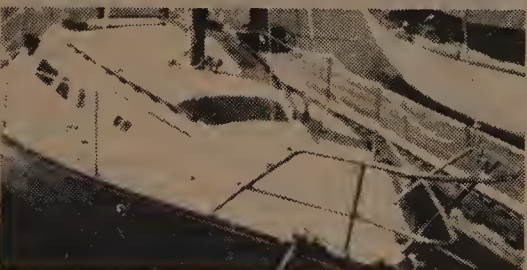
33' PEARSON, 1970. Sailaway condition, ten sails, new Atomic 4; painted February, 1986. Sausalito berth. Asking \$35,500.



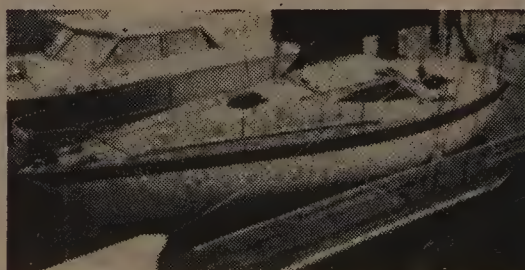
39' LANDFALL Cutter, 1979. Dual stations; great liveboard/cruising boat; bristol. Asking \$75,000.



30' CATATLINA, 1981. Bristol, low hours diesel, Electrosan head, wheel. Asking \$35,000.



28' ISLANDER, 1975. Very clean racer/cruiser, five sails. Asking \$30,000.



25' YAMAHA, 1978. Diesel, custom teak decks, four sails. Prettiest 25 footer on the Bay. Asking \$17,500.

LOA	Design	Year	Asking
24'	J/24	1981	\$12,000
27'	Vega	1971	17,000
27'	C&C	1971	20,000
28'	Sovereign Cutter	1985	45,000
29'	Ericson	1976	23,000
30'	Pearson 303	1983	59,500
30'	Herreshoff Classic	1964	27,500

LOA	Design	Year	Asking
33'	Tartan Ten	1979	30,000
35'	Santana	1983	55,000
35'	Fantasia	1980	67,000
36'	Cheoy Lee Ketch	1976	75,000
36'	Islander Freeport	1980	79,000
37'	Tayana	1981	89,000
37'	Tayana	1979	79,900

LOA	Design	Year	Asking
37'	Crealock Sloop	1981	108,000
40'	Fast 40 Ultralight	1983	\$38,500
41'	English Cutter	1951	33,000
47'	Gulfstar Sailmaster	1979	165,000
42'	Garden Ketch	1975	115,000
50'	Force 50 Ketch	1976	135,000
50'	Rhodes Yawl	1949	125,000

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- 44' LAFITTE '80. Cutter rigged sloop. Extremely well-equipt and well rigged luxurious cruiser w/many custom features. **175,000.**
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- 38' HANS CHRISTIAN '81. Loran, Avon, autopilot & more. **\$110,000.**
- 37' ISLANDER '71. Well equipt pilothouse cruising boat. **Inquire.**
- 36' PEARSON 365 '76. Well maintained ketch w/lots of extras. **\$69,500.**
- 36' LOD ATKIN '77. Cold-molded junk-rigged cruising boat. **\$42,500.**
- 33' NOR'WEST. Strongly built, fast, Burns design with nice interior, diesel, wheel, Rover dinghy and more. Ideal world cruiser. **\$49,950.**
- 33' PEARSON 323 '77. Really nice w/brand new bottom & **BARGAIN PRICE.**
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- 32' GAFF CUTTER '72. French built wood cruising boat. Diesel. **\$8,900.**
- 32' VANGUARD. Good clean Rhodes design w/S.F. marina berth. **\$29,500.**
- 32' VANGUARD '65. Clean w/autopilot, VHF, cabin heater & more. **\$32,500.**
- 30' NEWPORT MKII '77. TillerMaster, race rigged, nice! **\$31,000.**
- 30' ISLANDER MKII '73. One of the best equipt and clean. **\$24,500.**
- 30' BAHAMA '78. Extra clean, wheel, cabin heater, Loran & more. **\$26,500.**
- 30' ISLANDER '68. Liveable custom interior, fridge, etc. S.F. berth. **\$16,500.**
- 30' RAWSON '62. Strong cruiser, 7 sails & much recent work. **\$29,900.**
- 30' IRWIN CITATION '80. Yanmar dsl., whl, HP water, dodger. **\$40,000.**
- 30' CORONADO '72. Roomy with wheel, VHF, Palmer i.b., & spin. **\$22,500.**
- 30' CATALINA '78. Loaded with gear, whl, etc. **Inquire.**
- 30' NEWPORT '79. Phase II with VHF, Loran, autopilot, knotmeter, wheel, dodger, pressure hot water, Volvo diesel, spinnaker and more. **Inquire.**
- 30' SANTANA '77. (2) of these racer/cruisers w/diesel & good gear. **Inquire.**
- 29' ERICSON '74. Very clean and well equipt. Wheel, WS, VHF, depth, etc. **\$25,500.**
- 28' ISLANDER '76. (2) available. Both with recent LP & dsls. **From \$25,500.**
- 27' VEGA '73. Clean pocket cruiser w/dsl, dodger, cabin heater, etc. **\$22,000.**
- 27' SANTA CRUZ '75. Well equipped ultralight. Fast! **\$16,000.**
- 26' RANGER '72. Super clean and nicely equipped. **\$13,500.**
- 25' CAL 2-25 '77. Buy this boat! **\$15,000.**

20-26 FIBERGLASS SLOOPS. I have a number of boats in this size range.

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SELLERS: If you own any well-built boat in good condition & want an honest and capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable Snafu, please call & list your boat.

SAN FRANCISCO BAY BOAT BROKERS

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22'	Santana	1969	\$5,000.00
24'	S&S Yankee Dolphin	1967	12,500.00
24'	Cal 2-24	1968	10,000.00
26'	Pearson Sloop	1977	14,000.00
26'	Columbia MKII	70, '71	frm 12,500.00
27'	Vega Sloop	1972	22,000.00
27'	Santana	1968	12,500.00
28'	Albin Cumulus	1962	33,000.00
29'	Cal 2-29	1975	29,900.00
31'	Mariner 31 Ketch	1971	30,000.00
32'	Traveller	77, '79	frm 49,500.00
32'	Westail 32	1978	63,000.00
32'	Pearson Sloop	1983	59,500.00
32'	Islander	1975	39,500.00
34'	Cal 34	68, '69	frm 33,000.00
36'	Islander	1977	65,000.00
39'	Freya 39	1980	122,000.00
40'	Hinckley Bermuda 40 Yawl	1963	97,500.00
40'	Cheoy Lee Midshipman Ketch	1975	85,000.00
41'	King's Legend Cruiser	1985	119,000.00
41'	North Sea Pilot Cutter FC	1973	60,000.00
41'	Freeport Islander	76, '77	frm 108,000.00
43'	Hans Christian	1980	125,000.00
45'	Garden Porpolse Ketch	1977	145,000.00
24'	Sloop Granny	1926	3,000.00
28'	Hallberg P-28	1958	9,000.00
29'	Alden/Hinckley Sloop	1946	19,000.00
30'	Friendship Sloop	1964	Offers
32'	Tumlare Sloop	1948	22,500.00
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40'	Kettenburg K-40	61, '64	frm 29,000.00
40'	Concordia Yawl	1957	75,000.00
45'	Custom New Zealand Cruising Ketch	1974	90,000.00
30'	Pacemaker Sportfisher	1965	14,500.00
38'	Hunter Express Cruiser	1960	45,000.00
38'	Pacemaker Sportfisher	1965	39,995.00

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All of the boats listed here have been chosen for their comparative value and are listings which were sought out rather than just taken as a service to the owners.

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- 26ft ERICSON o/b, great weekender North or South Bay... .9/11K
- 26ft PEARSON, o/b, owner offers lessons if needed... .11K
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- 28ft COLUMBIA/CORONADO, inbd pwr, sleeps six... .15.5K up
- 28ft ISLANDER, inbd, one of a large and friendly class... .28.5K
- 29ft COLUMBIA, inbd, gifted cruiser,

- 1 sailed to Sydney... .26/27/31K
- 32ft ARIES, modern update on famous classic... .45K
- 32ft FUJI, inbd British type, Japanese crafted glass & wood... 45K
- 32ft COLUMBIA, the Commodore's yacht, likes bluewtr... .39.5K
- 32ft COLUMBIA, same as above but fully race equipt (3)... .37K
- 34ft COLUMBIA, inbd, this will go to a liveaboard berth... .38K
- 35ft COLUMBIA, big sister to the Sydney Cruiser... .Offers
- 35' DUFOUR, builder said certified to circumnavigate... .89K
- 36ft PEARSON, special cutter version of famous ketch... .71K
- 41ft COLUMBIA, limited edition, could be home and office... .65K

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Offers

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30' Ranger	44' Aft Cockpit
35' Fuji	46' Sundeck
38' Gaff Cutter	49' Tri Cabin

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30' Pearson, 1978....Try	25,000	38' Hans Christian....Try	109,000
30' Custom racer, 'Kiwi' Asking	39,900	39' Westerly, Perry design.	109,000
30' Whitby, 1966....Try	28,500	39' Irwin, fast.....Try	79,000
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30' Islander, loaded!.....	29,000	40' Olson, 'Fastbreak'....	109,500
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		41' Islander Freeport, loaded.....	125,000
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		48' CT cruising ketch....	169,000
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		68' Luke Bros.....	179,000

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- ★ 24' MOORE '82. 3 jibs, spinnaker, w/trailer 19,500
- ★ 25' U.S. '82, Autohelm, spin/gear, full electr, loaded! Try 13,500
- ★ 27' CORONADO '71, Yanmar diesel. 14,000
- ★ 27' CATALINA '75. Atomic 4, popular Bay boat. Try 15,500
- ★ 27' CAL 27 MkIII, '83, Yanmar, full electronics, H&C pres. water, 110 AC, shower. 29,500
- ★ 27' NOR'SEA '77, center cockpit w/aft cabin, Volvo 15 hp dsl, meticulous sole owner. 34,500
- ★ 28' LANCER '76, owner financing available. 12,950
- ★ 28' ISLANDER '76, Perry design, Volvo diesel. 28,000
- ★ 30' COLUMBIA, '72, 6 sails, 2 spinnakers w/gear, full electronics, a lot of boat here for . . . 22,500
- ★ 30' ERICSON 30+ '82, ST winches, dsl aux, North sails, electr. Pristine! Owners motivated. Bring An Offer!
- ★ 32' DREADNAUGHT cutter, '78, ocean cruiser, emergency liferaft, Saab diesel, electronics, teak decks. Reduced to . . . 47,500
- ★ 33' PEARSON Vanguard sloop, '66, race rig. Loaded! 31,000
- ★ 34' NASSAU cutter, '85, full keel, dbl-ender, Yanmar, electronics, dodger. A fast cruiser. 63,500
- ★ 36' MARINER cutter, '79, Wilm Garden design, Isuzu diesel, dodger, many extras! Reduced to . . . 55,000
- ★ 37' TAYANA cutter, '82, Yanmar dsl, teak house, Tanbark sails, very traditional; well maintained. Owners forced to sell — motivated. 76,500
- ★ 37' TAYANA cutter, '79, full electr, battery charger, Perkins 4-108, emergency liferaft, dsl heater, set up to cruise/lvabrd. Seller motivated! Reduced to 79,000
- ★ 37' TAYANA Pilothouse cutter, '85, Hood furling jib/stays'l, cstm teak/spruce interior, head w/sep. shower, Yanmar 44 hp dsl, stove, electronics. Available for leaseback to Windships. Inquire. 99,500
- ★ 40' LOWMAN Motorsailer, '46, nice interior accomodations, new 50 hp BMW dsl. Reduced to . . . 50,000
- ★ 42' TAYANA VANCOUVER aft ckpt ctttr, '86, brand new! Teak decks, Hood furling system, Yanmar dsl, electronics. Very attractive lines. Available for leaseback to Windships. Inquire . . . 119,600
- ★ 48' MARINER 48 cntr ckpt kch, '80, roomy lvabrd, aft cabin w/lrg bunk, shower/tub combo, autoheat, teak decks, dodger, ap, lots more! What a value! Try 129,000
- ★ 55' TAYANA cutter, '85, cstm interior, rod rigging, bow thruster, superbly equipt. Too much to list!! 325,000

POWER

- ★ 24' SEA RAY Express Cruiser, 1979 18,500
- ★ 27' CONCORD Sportfisher, 1969. Try. . . 13,500
- ★ 36' EAGLE Trawler, 1977 46,500
- ★ 36' SEA RAY Flybridge Sedan, 1982 89,500

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A. W. Crealock design built by a company with 20 years of experience. The Willard 8-ton was patterned after famous North Sea trawler hulls — she is a sturdy double-ender designed and built to ride out conditions at sea. If you are serious about world cruising and demand a safe, seaworthy vessel . . . here she is. **\$49,500**

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★23' BEAR BOAT	Full interior, clean	\$ 8,000
★25' NORDIC FOLKBOAT	Full cover, new sails	9,500
★26' NORDIC M/S FK	Inside steering, Dsl	25,000
28' TRITON	LPU Topsides, new rigging	17,500
★30' MCGREGOR	Wd, inb Automic 4	25,000
31' CHOY LEE KETCH	Dsl, Roller furl	30,000
31' DASHER	Easom built, L-32, new rig, clean	20,000
★33' WINDWARD	Almost restored	18,000
36' ANGLEMAN KETCH	dsl., wd., pac, vet., ready to go	36,000
38' ALDEN CHALLENGER YAWL	16 sails, dsl, loaded	78,000
40' PACIFIC YAWL	European Quantity, BMW dsl	74,500
45' CUSTOM NZ KETCH	Center cockpit, extensive gear	90,000
55' ALDEN C/B YAWL	B&G inst., cruise equip.	100,000
★60' GAFF RIGGED CUTTER	APPT. ONLY	175,000
65' ALDEN KETCH	Loaded	95,000

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24' MOORE	Full one-design ready, fresh water boat	\$ 16,000
★27' CONTEST	Custom Zaal dsn, racer/cruiser	19,750
27' SANTA CRUZ	Trl, 11 bags, new standing & running	16,500
29' BUCCANEER 295	Spin gear, 4 sails local loft	27,500
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★30' J 30	Very clean, lots of sails, ready to go	41,500
★32' ROYAL	Sloop, wood	9,500
33' HOBIE	w/trl., North Sails, plush int.	41,500
★34' DASH	Fast Davidson dsn., 8 sails, Loran	38,500
★34' WYLIE	Class sails, good electronics	2 from 56,500
35' SANTANA	Class equipped	2 from 58,000
36' PETERSON	Dsl, 19 bags, B&G inst., sleeps 8	69,500

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32' TRAVELER	Dsl, refer, 2 suites, wind vane, windless	\$65,000
32' WESTSAIL	Teak int, late model, excellent	62,500
★33' FREEDOM	Cat Ketch, easy to sail	2 from 79,000
★35' FANTASIA	CC Cruise equip.	Now 59,500
37 RAFIKI	Dbl end cruiser, well equipped	2 fm 78,500
★37' TAYANA	AP, dsl heater, reefer	Reduced 77,900
38' MORGAN 382	Good ocean sailer	69,000
38' DOWNEAST CUTTER	Auto pilot, WP, WS	2 fr. 67,500
★38' CABO RICO	Ctr. dsl, CNG, reefer	80,000
★39' CAL CORINTHIAN	Rod Rig., Dsl heater	80,000
★39' LANCER	m/s Roomy, great liveaboard	105,000
39' CAL	Tri-cabin, spinn	85,000
40' MORGAN KETCH	Pacific vet cruise ready	70,000
★40' SWIFT KETCH	S&S dsn. CC aft cab	115,000
41' MORGAN O.I.	Fully found, BVI	65,000
41' YANKEE CLIPPER	Restored, below mkt	47,500
★41' CHOY LEE	Radar, Auto Helm, Loran, Generator	99,500
★41' CT	New cush, dodger, dink	79,500
42' SPENCER	Equipped for Blue water cruise	69,000
42' PEARSON 424	Roller furl, st winches	119,500
44' HARDIN KETCH	AC cab, passage maker	114,900
45' COLUMBIA	Loaded, canvas, liveaboard	110,000
46' MORGAN KETCH	Loaded	150,000
★47' KAUFMAN & LADD	Twin aft. cab, cutter	149,000
47' PERRY KETCH	80 hp dsl, aft cbn, reefer	100,000
48' CT PERRY KETCH	Full keel, loaded	175,000
★50' GULFSTAR	So. Pacific Vet., loaded, like new	149,000
★50' COLUMBIA	Liveaboard, loaded	115,000

DEALERS FOR BRISTOL YACHTS

30' BRISTOL 29.9	Dsl., full instr.	2 from \$39,750
★32' BRISTOL	Full keel, Hood dsn, roller furl	37,500
★35' BRISTOL 35.5	Dsl., gd inst., rugged cruiser	2 fr 70,000
40' BRISTOL	Quality, off-shore equip. F.K.	110,000
★45' BRISTOL 45.5	Like new, Outstanding quality	205,000



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★ 22' MacGREGOR ... 5,000	★ 26' COLUMBIA MK II
23' ERICSON .. 2 fm. 9,950	 3 from 10,000
★ 24' WINDWARD .. 6,200	★ 26' EXCALIBUR NOW 9,500
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..... 2 from 12,500	★ 27' BUCCANEER 12,500
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★ 26' RANGER OB, very nice, family boat	\$14,900
★ 26' DAWSON CC, dsl, wheel	18,000
★ 26' ISLANDER Sun cover, 4 sails, Bristol Condition ..	23,500
★ 26' CONTESSA fk, auto pilot, blt. to Lloyds specs. NBP	15,750
26' INT FOLKBOAT Classic Scandinavian Design	15,500
★ 27' CAL 2-27 Big 1 dsn class, nice	22,000
27' CATALINA OB	13,500
★ 27' ERICSON	2 from 17,500
27' MORGAN BMW diesel, 5 sails w/spinn.	20,250
★ 27' NEWPORT Fresh water, good gear	2 from 18,000
★ 27' US IB dsl., roomy & good perf. for bay offers	27,500
29' ERICSON Spin, great bay boat, well equip	25,500
29' GULF Pilothouse, dsl, st.	28,500
29' CAL 4 sails, CNG, Lines aft, I/B, new BP	25,000
29' COLUMBIA I/B	18,000
★ 30' CAL 2-30 Dsl, all led aft	22,000
★ 30' LANCER Dodger, wheel, wp/ws	30,500
★ 30' CATALINA Light & modern, dsl	38,000
30' ISLANDER MK II Dsl., SP, stereo	34,500
★ 30' SEIDELMANN dsl, tiller, dodger	33,900
★ 30' RAWSON Lots of room/w dsls	2 from 27,500

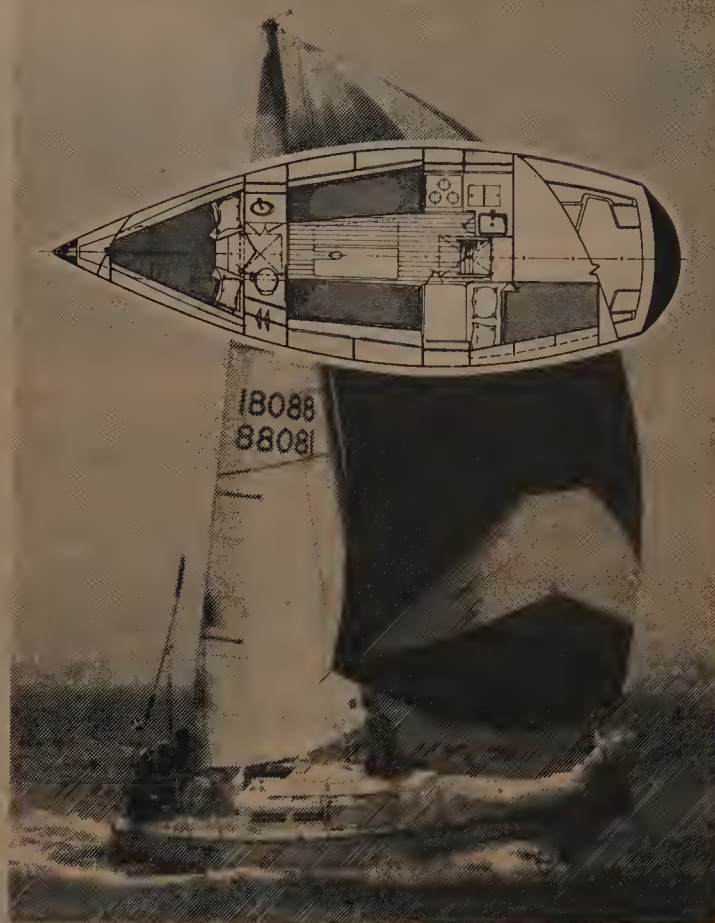
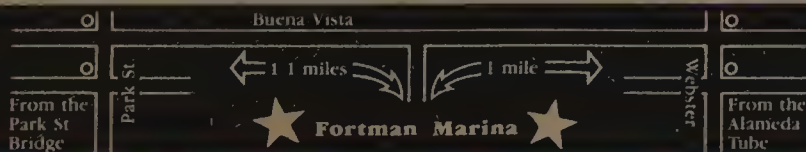
MOVING UP — COASTAL CRUISERS

★ 27' DUFOUR 2800	\$35,000
29' CASCADE Dsl., custom finish	27,500
30' CAPE DORY dsl, Alberg dsn	45,000
30' NEWPORT II Two spin, AP, CNG	31,000
30' BODEGA Burns dsgn	27,500
★ 30' PEARSON Autopilot, dodger, clean ... NOW 2 from	26,800
★ 30' ISLANDER BAHAMA Wheel, Signet, 2 from	39,500
30' ERICSON Well equipped, 3 sails, inb	27,000
★ 30' WILLARD 8 ton f/k, cutter, wheel, dsl	49,500
★ 30' TARTAN Nice cond., owner anxious	As is 22,000
★ 31' PEARSON DS, WP, Spinn, will trade dn NOW	39,000
★ 31' COLUMBIA 9.6 dsl, 4 sails, heater	36,000
★ 32' ELITE Roll furl, H&C pressure water	55,000
32' MARIEHOLM FOLK/BOAT Dodger	38,000
★ 32' ERICSON Inboard, well kept	29,000
★ 33' US Dsl, rod rigging, roller frl, roomy	37,500
33' KALIK New BP, teak decks, Swan Quality	OFFER
★ 33' RANGER WP, WS, x-tra nice	38,900
34' CORONADO Dsl, Spin, ...	34,000
36' ISLANDER Full spin gear, avon	41,000
36' HUNTER Will trade down	52,500

C & C's GALORE — RACE OR CRUISE

C&C 26' Dsl, Spin, 6' headroom	\$31,500
C&C 29 Diesel. Spin. gear, Keel shoe	2 from 38,000
C&C 30 ½ ton, custom, 12 sails	33,000
★ C&C 34 4 Sails, dsl, wheel, new BP	59,500
C & C 35 MKII Lots of gear	58,500
C & C 36 Custom rig, loaded, Loran C	89,500
★ C & C 36 Dodger, Loran, all canvas	Now 73,500
★ C & C 38 Full hydraulics, Loran C, New LPU	79,500
★ C & C 40' As new, spinn., good elect, full race ...	120,000

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SEA QUAKE — C&C 29

A fully found yachts with loads of gear. Cruised & raced locally, she has all the amenities — CNG stove w/oven, Electrosan head, Cole cabin stove, 110 shore power, a roomy interior with chart table. Above decks — wheel steering, swim ladder, Combi 6 with WP, WS, depth, close-hauled, full spinnaker gear, folding prop, back stay tensioner, cunningham and vang, main with 2 reefs, 3 jibs and 2 spinnakers. She is in superb condition.

\$38,000



ELITE 32'

The Elite 32, built in France, is designed to the latest European trends with a maximum of living comfort and beauty. Finished in Burma Teak the interior is warm and friendly. The exterior design is optimized for comfort and efficiency on deck. A full aft cabin and double berth in 32 feet is just one of the few features incorporated in this excellent sailing French design by Philippe Harle.

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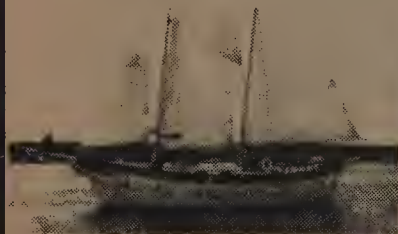
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LaFITTE 44' CUTTER, 1979

Hydraulic backstay, rod rigging, radar, Loran C, autopilot, teak decks, cruise equipped . . . a real bluewater cruiser. Bristol condition, *owner wants it sold!*

\$170,000.00 or trade



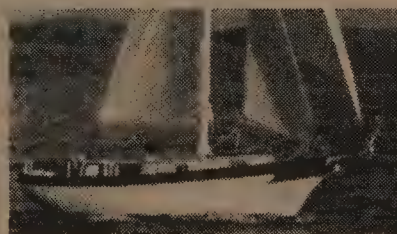
46' WINDJAMMER Schooner, Rosborough design, '80, GM 101 hp diesel, incredible interior, must see! **\$129,000.00.**



42' WINTHROP WARNER M/S. Cat dsl, salmon gear & license. Owners anxious, possible owner financing. **Offers.**



39' FREYA. 1978, Yanmar dsl rebuilt '85, dodger, RDF, Aries windvane, ready to cruise or race. **Asking \$110,000.00.**



38' DOWNEASTER. Located in Honolulu, ready to cruise the Islands or . . . Free plane ticket with purchase. **\$59,000.00.**



32' ARIES. 1973, Volvo dsl, a.p., vane, cabin heater, excellent condition. **Asking \$31,000.00.**



30' GARDEN Cutter. Gaff rigged, Volvo dsl, cedar on oak, new main, spacious interior; Master Mariner. **\$25,000.00.**



30' ALBERG. 1968, heavy f/g construction, spacious interior, 6'3" hdroom. A proven design. **Asking \$28,500.00.**



H-28. Original. New sails, dinghy, vane, classic Herreshoff lines, owner anxious. **Offers.**

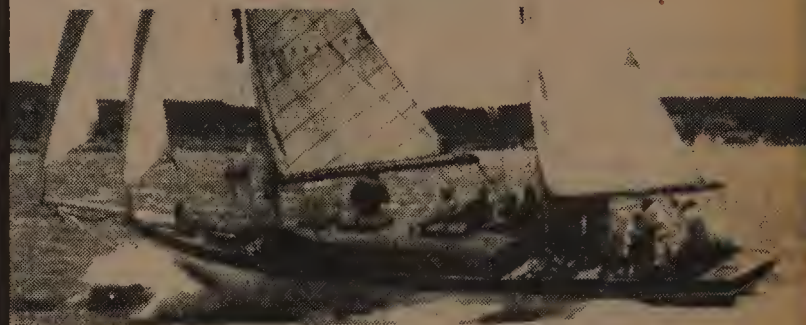
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46' GAFF KETCH

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SANTANA 28. 1976, with new diesel, Bank Repo. **Make Offer.**



41' GRAND MARINER. F/G house yacht accommodations. Completely refinished inside/out. **Asking \$67,500.00.**



WESTSAIL 32

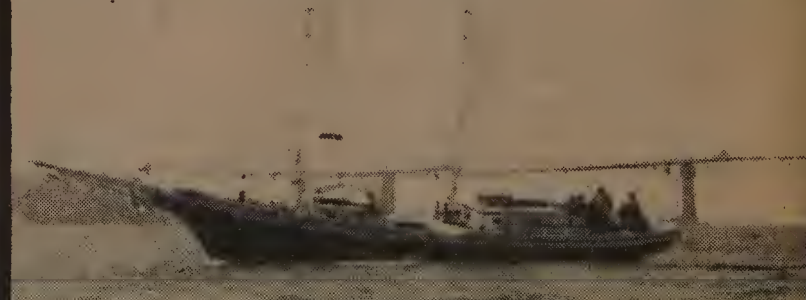
Immaculate, an absolute jewel, loaded with cruise equipment. **A steal at \$53,500.00.**



RANGER 23. Two available, both loaded with gear. **Asking \$10,000.00.**



28' LUHRS Flybridge Seaskiff. Good equipment, clean, rebuilt engine. **Only \$6,500.**



41' PEARSON SCHOONER.

Custom built 1980. GM dsl, well-equip & in perfect condition. **Price reduced to \$85,000.00.**

What's Keeping You From Owning An Express 37?

Price: Because Alsberg Brothers is known for building extremely high quality, fully outfitted yachts with the finest equipment; many people assume that the 37 costs more than the average cruiser/racer. Not so. A sailaway 37 is less expensive than a comparably equipped Tartan 37, C&C 38, Sabre 38, Pearson 38, Freedom 36, Ericson 38, Beneteau 375, etc!

Construction: There is no production boat built with the combination of high quality materials and sophisticated construction methods used by Alsberg. These materials and methods mean safety and *long term durability*. **Terry Alsberg believes this strongly enough to offer a lifetime warranty to the original owner.**

Intimidation: You've heard she's fast. In the days of Nathaniel Herreshoff a "proper yacht" had to be fast and handle smartly. Unfortunately, thanks to some squirrely boats designed to the IOR rule, many people these days equate speed and responsiveness with intractability. They've never sailed an Express 37. Her clean undistorted lines, small foretriangle, stability, and amazing ease of handling are the reasons novices and experts, cruisers and racers seek her out. Look at the 37 owners here on the Bay:

21% — The 37 is their first boat **27%** — Blue water and coastal cruise — no racing
16% — Liveaboard **47%** — Had never raced before **73%** — Now race one-design & cruise

Comfort: On deck and below a 37 is not merely comfortable but elegant. The cockpit is contoured for comfortable seating and it's long enough to sleep in. The aft deck has room for two decks chairs! The wide side decks allow safe and easy movement around the boat underway or at dockside. The boom is high enough so it's not a head knocker. Below — *Yachting* magazine said the 37, "regardless of the claims of other builders, has the only furniture quality joinerwork we've seen on a production boat." If you like the clean lines of Finnish or Bauhaus architecture, you'll appreciate her elegance. She's even available with an aft cabin.

Versatility: *In 1985 alone* San Francisco Express owners have cruised short handed across the Bay and across the Pacific. They've daysailed with their families. They've lived-aboard. They've won their PHRF division on the Bay. They've won the Cabo San Lucas race. They've won the TransPac. Thirteen of them are racing in one-design this season. **There is no other boat that can make all this possible.**

Value: Astounding durability, versatility, a strong and growing one-design association, and highly competitive pricing all contribute to value. But, more importantly, she's not just this year's boat. She's not designed in reaction to a European invasion, or the latest cruising trend, or a quirky rating rule. She's a boat that you and your family will enjoy and grow with for years.

Now, what's keeping you from owning an Express 37?

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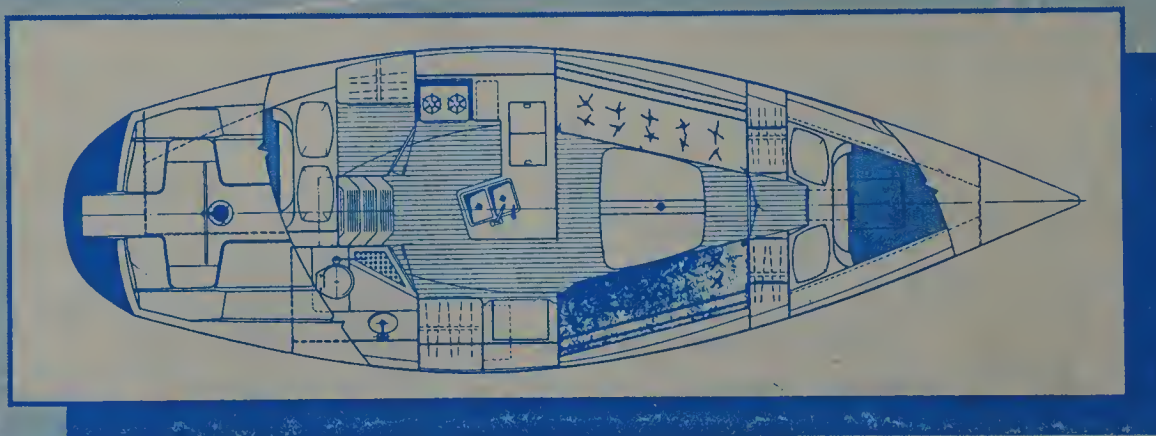
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